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Hongkong Sunday Herald

THE LARGEST CIRCULATION IN SOUTH CHINA.

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HONG KONG, SUNDAY, APRIL 14, 1929.

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ALL OVER EVENS

GOOD DIVIDENDS AT THE RACES

3RD EXTRA MEETING

Three Jockeys Share Nine Firsts Between Them

"DOUBLE" ACHIEVED BY MESSRS. LAU & LEE

No winner dividend under evens and the division of the nine first places equally among three jockeys were the outstanding features of a very interesting day of races at Happy Valley yesterday when the Hong Kong Jockey Club held its third extra meeting of the season.

What the pari-mutuel did, or, rather, what punters made it do, must surely constitute a record.

Favourites had a lean time, among the winners being only one which carried the most money, and another which was joint favourite. Yet backers were not altogether disappointed; there was no rank outsider succeeding and the returns never exceeded \$100.

FAVOURITES' LEAN TIME

Large fields predominated but even when there were only three runners, as was the case in two events, the racing always had its thrills and finishes were remarkably close. In short, the meeting was about the best for some time although the class of racing has been particularly high.

With the course in beautiful condition, excellent times were jotted down, the mile record being in vital danger twice of being beaten. And some very clever jockeyship was seen in several races.

Mr. A. J. P. Heard (the leading jockey) disappointed once or twice. He rode the only winning favourite of the day and two other ponies which caught the judge's eye. Mr. T. L. Wong and Mr. G. A. Harriman were the other two gentlemen riders who got three firsts each; but Mr. Heard came out best on the day with two seconds to Mr. Wong's one second and Mr. Harriman's one third.

Tribute to Handicappers

To the popular "old gold, one green hoop on body" came two victories, richly deserved by the owners, Messrs. K. C. Lau and H.

C. Lee, the latter the gen'l secretary of the Sports Club. They were the only ones to achieve a double. The starting was uniformly good and the handicapping proved to be a tribute to Mr. C. M. S. Alves and Mr. H. W. Moon. But the times will be memorable — and flattering to deceive in future.

Christmas Chimes remains the best pony in training, winning the Second Aggregate Stakes in grand style—in spite of an impost of 5 lbs.—and collecting 8 points so far to Chesapeake Bay's 4.

New Programme

Thunderbolt, owned by Mr. Wong Ping-shun (the P. & O. compradore) returned to winning form. Duke of Normandy II broke his "duck" as did Duke of Melrose (with the highest dividend of the day); and the form of to-night ago was reversed in a few instances.

The introduction of three handicap events—each with two classes—proved to be satisfactory, drawing a good many runners. It looks as if the system will be adhered to, being 1 1/4 miles (open), a mile (with the "dud" subscription griffins barred) and six furlongs (for subscription griffins). The Stewards are to be congratulated on devising means to give the poorer class ponies a better chance and to keep the handicapping more strictly to class.

Racing details follow the cash sweep results being given elsewhere on this page.

HAVE YOU WON?

Lucky Numbers in Cash
Sweeps

YESTERDAY'S DRAWINGS

The following are the results of the sweeps at yesterday's races:

Race 1.

No. 49 \$799.40

" 298 228.0

" 7 114.20

Unplaced runners (\$50 each).

Nos.: 35, 145, 92, 148, 384, 313, 85.

Race 2.

No. 374 \$1,247.40

" 465 356.10

" 420 178.20

Unplaced runners (\$50 each).

Nos.: 434, 35, 447.

Race 3.

No. 307 \$1,510.60

" 500 431.60

" 572 215.80

Unplaced runners (\$50 each).

Nos.: 578, 114, 533, 82, 606, 133,

132.

Race 4.

No. 321 3,203.20

" 73 915.20

" 246 457.60

Race 5.

No. 332 1,842.40

" 413 526.40

" 595 203.20

Race 6.

No. 395 1,850.80

" 624 528.80

" 337 264.40

Unplaced runners (\$50 each).

Nos.: 609, 246, 158, 257.

Race 7.

No. 161 1,656.20

" 186 478.20

" 658 230.60

Unplaced runners (\$50 each).

Nos.: 166, 187, 464, 323, 70, 506,

43.

Race 8.

No. 280 \$1,814.40

" 617 518.40

" 184 259.20

Unplaced runners (\$50 each).

Nos.: 70, 581.

Race 9.

No. 148 \$1,922.20

" 441 549.20

" 176 274.60

Unplaced runners (\$50 each).

Nos.: 491, 592, 109, 341, 604.

AMERICAN FILMS

Alleged Discrimination
in France

OFFICIAL PROTEST

Producers Threaten To Withdraw
From France

Washington, Yesterday.

The alleged discrimination against American films under the new French quota system has been brought to the notice of the State Department and the United States Embassy in Paris will officially protest against it.

American producers have threatened to withdraw from France altogether if the new regulations are enforced, but the State Department officials doubt whether the threat will be carried out.

Similar representations will also be made to Germany, Czechoslovakia, Austria, Italy, Hungary, and Spain.

It is understood that the United States does not question the right of any country to adopt measures through the censorship to protect its national traditions and public moral, but it is pointed out that the United States has not adopted any such restrictive regulations.—Reuter's American Service.

Still Open

Paris, Yesterday.

It is pointed out that the present arrangements in regard to films will continue until October. Meanwhile the matter is open for negotiation.—Reuter.

Things That Matter

Today's Diary

Second Sunday after Easter.

Entertainments — Queen's "Plaster in Paris"; Star, "Circus; Rockies"; and "A Dog's Life"; Benvard's English Comedy Company "The Ringer" 9.15 p.m.; World, "The King of Kings"; Majestic, "The Fair Co-ed."

Lighting up Time — 6.43 p.m.

Tides — High, 1.21 a.m. and 11.47 a.m.; Low, 5.31 a.m. and 7.37 p.m.

Weather Forecast

N. E. winds, moderate; fine.

Home Mails

Outward — To-morrow (via Siberia); President Cleveland, 6 p.m.; Tuesday (via Mar-

seilles); Antenor, 6 p.m.

The Dollar

The closing rate for the dollar on demand yesterday was 1/11 9/16.

fore the distance post, however,

Mr. Heard (enjoying the novel experience of riding an outsider), on False Alarm, joined issue.

These two fought it back to the winning post, Mr. Wong using his right arm with the whip and Mr. Heard his left. Duke of Normandy II retained a slight advantage to the end.

The start was excellent. The Ptarmigan kept Sunshine company. Szatmar went up near the Rock and fell back forthwith. At the village bend Mr. Wong rode strenuously to get into position.

At this stage King's Parade was running with Sunshine but gradually receded in the straight to finish a poor fourth. The Ptarmigan was next, close together.

Ceremony in the Hall

Punctually at five o'clock, the visitors were ushered into the Great Hall where the speeches were made. The Band had in the meantime moved to the gallery and entertained the audience with the latest musical hits. On the stage were sets of flowers and ferns, and a few minutes after two little boys swung the huge door opened to admit Mr. A. H. Compton, Vice-Chairman of the School Committee, who took the chair in the absence of the Rt. Rev. C. R. Duppuy, Bishop of Victoria, Mr. W. W. Hornell, Vice-Chancellor of the Hong Kong University, the Rev. W. T. Featherstone, head master, Mr. W. L. Patten, the Rev. N. V. Halward, Professor G. T. Byrne, Mr. and Mrs. Cox, Miss Fiddes, Professor L. Forster, the Very Rev. Alfred Swann, Dean of St. John's Cathedral, Rev. H. du T. Pyner, and Mr. F. Mason.

The programme opened with two songs by the students—"Widcombe Fair" and "Rolling down the Rio," which were loudly applauded. Mr. Mason was at the piano.

Mr. Compton's Remarks

In rising to say a few words to the audience, Mr. Compton was greeted with cheers. He said that it was deeply regretted that they could not have the Bishop, who was on a visit to one of his dioceses, with them on such an auspicious occasion. However, it was a pleasure to see so many friends of the Bishop present, and he felt sure

D.B.S. SPEECH DAY

MR. HORNELL'S MESSAGE OF TO-DAY

A STIRRING ADDRESS

Moulding Young Generation By Education

HERITAGE OF HUMAN RACE

A stirring and eloquent address was given yesterday by Mr. W. W. Hornell, Vice-Chancellor of the Hong Kong University, in the great hall of the Diocesan Boys' School, on a subject to which only educationalists like himself could have given such serious thought. He spoke of "Education and how it helps the progressive discovery of truth and brings one to the full heritage of the human race."

FAITH OF THE REALLY EDUCATED

We who are engaged in other pursuits can have but a slight conception of the responsibility placed on those who have taken upon themselves the task of educating the younger generation, and thereby benefiting the world. Such responsibility may, however, be gleaned from a passage quoted by Mr. Hornell from Plato in his Dialogue—"The Laws"—"Education is not made of secondary importance, or annexed to other duties, but inasmuch as the right choice of the man who is to have charge of the children is bound to come first and foremost, he must do his very utmost and make director that man who out of all in the State is in every respect the best."

The occasion of this excellent treatise on education was the sixtieth speech day of the Diocesan Boys' School which was held in the presence of a large number of friends and well-wishers. It was by no means a day wasted, and those who journeyed out to the School at Homutin were well rewarded, not only by Mr. Hornell's eloquent speech, but by the magnificent site on which the college stands and the views it commands, coupled with the smart display of the students in the sporting arena.

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SUNDAY EXCURSION:

From Hong Kong: From Macao:
SUNDAY, 14th April.
9.00 a.m. "SUI AN" 4.00 p.m. "SUI AN"

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HOME SPORT.

CLUBS WHO GO TOURING

Besides the F.A. tour in South Africa and the Welsh F.A. in Canada, several individual clubs have decided to go on tour this coming summer themselves. Chelsea have practically decided to go to South America, and as you doubtless know, the Arsenal have for some time been contemplating an Argentine trip. Motherwell went to the Argentine last year, and did not do very well from a playing point of view, but their profit has enabled them to keep all their players this season.

SEASIDE TOURS

The Welsh F.A. are sending a team to tour Canada during the coming summer, and unfortunately this tour clashes with the one arranged by the F.A. for South Africa. The terms offered by the Welsh F.A. are said to be slightly better than those offered by the F.A. This fact has aroused considerable discussion, and it is thought in many quarters that uniform conditions should obtain for all tours, and that their control should be undertaken by the International control board. Some clubs object to these tours very strongly as they prefer that their players should have a complete rest from the game in the summer.

HONOUR FOR GOLF PRO

Charles Whitcombe, the professional to the Crew's Hill Golf Club, has been appointed as Honorary Member of the Club. This is a distinction which is only given on rare occasions; several other celebrated professionals hold it these are—Ted Ray (Oxhey), James Baird (Watson Heath), Sandy Herd (Moor Park), Harry Vardon (South Herts), J. H. Taylor (Mid-Surrey), and Tom Williamson (Notts). Whitcombe is one of three brothers who have all won fame as professionals. Last year he won more tournaments than any other professional in the country. The only important event he has not yet won is the Open Championship.

OXFORD GOLF CAPTAIN

A. S. Bradshaw, the Oxford captain of golf, has a busy time of it in the matter of his favourite game, as he turns out for four other clubs besides that of Oxford. Stoke Poges being one of them. He learnt at the Royal Jersey, under H. A. Condin, but he is not a Channel Islander. Bradshaw is an old Buchanan and was captain of both Rugby and cricket there, also winning his school colours for hockey. His best performance this season was his defeat of George Duncan.

GEORGE DUNCAN FREE

The Westworth Club, which has possessed George Duncan as professional over since his arrival, has reluctantly accepted his resignation. As Duncan had been selected as captain of the Rugger Cup team and intended to take part in most of the big tournaments during the season, he would have been away for about

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ity extended to them. The Achilles Club now intends to repay that hospitality and, with the special permission of the Amateur Athletic Association has sent an invitation to a German club team to come over and engage in a series of contests with members of the Achilles Club at Stamford Bridge on Monday, May 20. Though the Achilles Club has lost three of its greatest runners in Douglas Lowe, Guy Butler and J. W. J. Kinkel, it has been reinforced by a considerable increase of fresh talent and is looking forward to as successful a season as that of last year, which was unquestionably the best in the history of the club. The club has also been granted permission by the A.A.A. to send a team to tour South Africa. The team will sail for Capetown on August 2, and will return to London on October 7. During the stay abroad they will be the guests of the South African A.A.A.

COMPSTON AND THE WEATHER

Archie Compston, who has just taken up his position as professional to the Coombe Hill Club, made a very unadmitted appearance in an amateur golf meeting at Malden. He had what was an unusual experience for him, for the weather got the better of him, and he tore up his card in the first round, after taking five putts on one green. He played a few holes in the afternoon, and then gave it up as a bad job, and completed the round as marker for his partner. Some players, however, fared better, and returned scores that were remarkably low considering the weather. H. F. Eagleton (Royal Blackheath) was one of these. He has only just returned from Kenya Colony and was making his first appearance in alliance golf. Playing with a handicap of 6, he had net rounds of 80 and 82 for an aggregate of 162 which placed him four strokes ahead of the next player, E. P. Perrins (14), of South Lodge.

NEW FULL BLUE AT OXFORD

Lawn tennis is rapidly coming into its own at our schools and universities, and now Oxford has helped it by awarding a full Blue for players chosen to represent the Varsity against Cambridge in singles and doubles. This honour seems a trifling belated, but hockey also had to wait for many years for similar recognition. Cambridge had the full Blues years ago, but now that tennis is similarly honoured at both 'Varsities the annual game should become much more important. Lawn tennis owes a good deal to the sister universities. The name of Doherty will be remembered in this connection, and the last home player though not the last home-born player to win the championship at Wimbledon, the late A. F. Wilding, was a Cambridge man, and one of our best players of to-day. Bunny Austin, also hails from there.

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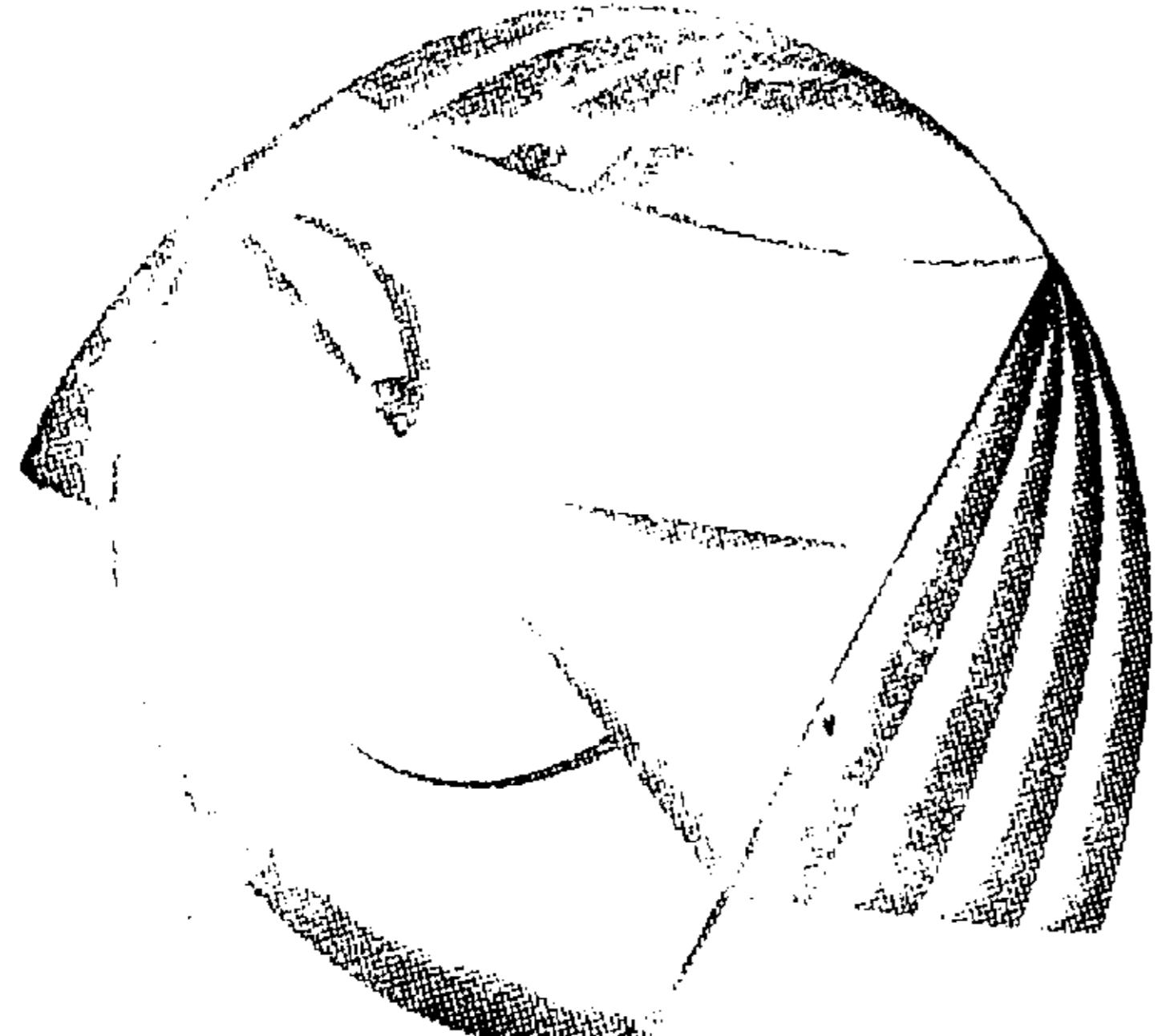
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at 5.20 & 9.15 p.m.
AT THE
MAJESTIC
NATHAN ROAD
KOWLOON

At 2.30 & 7.15 p.m. CHINESE PICTURE “LOVE’S FAULTY”

FOOTBALL SHIELD

Kowloon & South China for the Final

EXCITING MATCHES

Navy And K.O.S.B. Win Junior Ties

Kowloon scored a surprisingly easy victory over the Club de Recreio yesterday, neither Club being at full strength.

South China won as expected against the R.A. although the latter put up a great fight for the greater portion of the game.

The Navy and K.O.S.B. both won the Second Division ties.

Next Saturday's Finals should be a great day for “Soccer” fans.

RESULTS AT A GLANCE

Shield—Division I.
South China 4 R.A. 1
Kowloon 4 Recreio 1
Shield—Division II.
Chin se Ath. 1 K.O.S.B. 3
Royal Navy 6 South China “A” 2
League—Division II.
Somersets 1 Easton 2
Kowloon 0 Small Units 6
R.A. 6 Recreio 1

Shield—Division I

SOUTH CHINA v. R.A.

A Brilliant Game

This match played on the H.K.F.C. ground was productive of a brilliant game in which the R.A. held on to their clever opponents for two-thirds of the game, but speed told in the end and South China entered the final with a good victory of 4 to 1.

Teams:—
R.A. — Fletcher; Oliver, Bacon; Ward, Nellies, Joyce, Allan, Bridgeman, Gill, Leach, and Jobe.

South China:—Pau Ka-ping; Li Tin-sang, Lau Mau; Leung Tin-chiu, Leung Wing-tak, Leung Wing-chiu; Tsang Wing, Chiu Kwok, Fung King-cheung, Li Wai-tong, and Ip Pak-wa.

Referee: L.S.B.A. Atkinson, R.N.

From the kick-off Leach was nearly through, Lau Mau relieving finely. After Li Wai-tong had put over well placed, Fletcher “brought the house down” with a great save and the R.A. dashed away, Leach bringing out a bit of Pau's best with a dandy effort. South China were aggressive, but Fung failed under the bar from a lovely centre by Ip Pak-wa. The R.A. led by Leach, attacked strongly, Gill coming close. “Classy” football by Li Wai-tong was a feature of the following play, but the “All China” player finished weak with a shot well over. Ward robbed Ip Pak-wa in fine style, but the Chinese were going strong, and after Fletcher had saved gloriously from Chiu Kwok close in. The ball coming out the Chinese initiated a grand bit of forward play. Fletcher saved on the first attempt, but perfect movement finished by Li Wai-tong put China one up.

South China, in spite of good work by Oliver and Nellies, came again and Fung King-cheung rounded off a smart forward play with a nice goal. China led by two goals to nil at the interval.

Sensational Restart

The second half opened sensationaly. The R.A. were awarded a penalty in the first few moments. Leach, who was entrust with the kick, refused to score, but Gill made amends immediately after with a smart goal, which was deflected past Pau off one of his backs.

With only one goal down the R.A. played well. Leach was the mainspring of the attack, and Gill and Jobe were both trying hard. Fletcher was hurt and went forward. Leach, with a free kick well out, tested Pau to the utmost, the latter just saving. From now on the Chinese were on top. Chiu Kwok scored, but the goal was disallowed. The match at this stage was exciting. Fung scored for South China after brilliant forward work.

In the closing stages Li Wai-tong got home one of his special efforts, the Caroline Hill Club running out deserved winners of a fine game by four goals to one.

A Great Goalkeeper

The R.A. played fine football and surprised their friends in the first half. Fletcher kept a great goal and saved marvellously up to the time of his injury.

Oliver, Nellies, and Joyce were great in defence.

Leach has never played better. He was the mainspring of the R.A. and did all one man could to turn the fortunes of the game.

Gill and Jobe were also good. For South China Pau was as usual a great defender. Lau Mau, at right back, was good as his brilliant partner, Li Tin-sang.

The halves were steady. The reserve half, Leung Tin-chiu, was the pick of a good line.

The forwards, with Li Wai-tong, the star artiste, were brilliant.

hant, although Fung and Li Wai-tong, both missed good chances, Ip Pak-wa was the best forward on the field, and most of the goals came from his left. The right wing was steady, Tsang on the extreme right being a winger of promise.

The final on Saturday with Kowloon should be “the” match of the season.

KOWLOON v. CLUB DE RECREIO

Before a moderate attendance at Sookumpoo, Kowloon delighted their supporters by recording a decisive victory over the Club de Recreio. Little can be said for the game as regards the standard of play, but exciting incidents abounded, and Kowloon were good value for their win.

Teams:—

Kowloon:—Angus; Guest, Pile; McKelvie, Easterbrook, Bliss; Eastman, Hedley, Hannon, Miles, and Morgan.

Club de Recreio:—Beltrao; Silva-Netto, Xavier; Souza, Remedios, Figueiredo; B. Gosano, Ward, A. Gosano, Rocha, and Brown.

Referee: M.A.A. Vosper.

Kowloon were the first to become aggressive, but Xavier sent Miles back and A. Gosano shot high over when well placed. The major of the exchanges of the opening half were of a singularly featureless nature, neither side doing themselves anything like justice. The Recreio were a trifle smarter on the ball than their opponents, but over-anxiety led to many of their scoring chances being wasted. Morgan missed an open goal for Kowloon by shooting tamey behind when in a glorious position. The game was unfortunately not entirely free from incidents of a questionable nature, neither side being blameless in this respect. Several exciting incidents occurred around each goal mouth, but both defences proved sound, and the interval arrived with a blank score sheet.

Recreio Score First

The standard of play improved after the interval and Recreio encouraged the hopes of their supporters by taking an early lead, Rocha netting from the rebound after A. Gosano had struck the cross bar with a fine drive.

Encouraged by this success the Recreio forwards proceeded to force the pace, Brown being an outstanding figure in a zealous but not very scientific line. Angus earned warm applause by a magnificent save from Brown, whilst at the other end Beltrao did equally well in dealing with a free kick outside the penalty area.

Kowloon drew level at this stage through the medium of Easterbrook, who drove in a shot from long range, which was assisted into the net by Beltrao, the goalkeeper misjudging the flight of the ball.

Kowloon were now having much the better of the exchange and forced several corners in quick succession, none of which was productive. A. Gosano had just luck at the other end with a fast drive, which struck the cross bar. Kowloon were soon attacking again and took the lead, Hannon being the scorer.

The game had only been restarted a few minutes when Kowloon went further ahead, Hedley flashing the ball past Beltrao from a fine pass by Miles.

From the commencement the Somersets promised to be the victors, and it was purey due to the efficacy of K. Ram that Kerle, Penny and Hull failed to penetrate the Eastern citadel. At this stage the most outstanding feature was the remarkably clever play on the part of Evett, for the Somersets, but he lacked support.

However, he battled gamely and as the result of a well-timed centre to Seal the latter netted with a cross drive.

On resuming Eastern assumed

a slightly more aggressive attitude and some quite clever work ensued between Leung Yum-chiu and Cham Kiu, whose

pretty foot work would undoubtedly have been effective but for the alertness of Sergeant, who proved to be a custodian of no mean merit.

Eastern rallied and very shortly, through the medium of G. Mohammed, drew first blood. This was in the nature of a setback to the Somersets, and almost before they had time to recover Leung Yum-chiu again netted.

The game now became fairly even, although the exchanges proved slightly in favour of Eastern.

KOWLOON v. SMALL UNITS

A One-Sided Game

Small Units defeated Kowloon yesterday by the wide margin of six goals to nil.

The game proved to be one-

sided from the kick-off. Small

Units taking all available chances and missing few opportunities.

Jenkins, Gosling and Thomas

opened the attack for the soldiers,

but Moore cleared for Kowloon,

his shot landing on the foot of

Twelves, who passed in brilliant

style to Jenkins, this player be-

ing the first to score for Small

Units.

Small Units were now thor-

oughly enthused with the desire to win, and Twelves netted with a lovely first timer.

On recommendation the Small

Units again assumed the aggres-

sive, and in quick time Twelves

placed a red hot shot which was

far too much for Angus.

scored a nice goal to give the Borderers the lead.

Although the Athletic rushed the Borderers' goal Shears, Martin, and Drury kept their active opponents out. Cooke added for the Borderers with a clever hook after Wong had saved brilliantly.

Pick of the Bunch

For the Athletic Wong was splendid in goal, and Chan and Ng Po Lau were also great on defence.

Lee Fong, and Choy Ping were the pick of a good forward line.

The Borderers were well served by Shears in goal.

Martin and Drury were the pick of a good defence.

Crawley at centre forward was quite good, and Stevens and Cooke were bright.

The final with the Navy should be worth seeing.

NAVY v. SOUTH CHINA “B”

Soldiers Make Up Lee-way

It was difficult to realise yesterday that these teams were engaged in a struggle for the Junior Trophy, for the play was singularly unimpressive and at one period it looked as if South China would run out winners.

The Navy took the lead early in the game, Tilley being the marksman with a well directed drive from long range.

The Navy seemed incapable of settling down to anything approaching their usual game and quickly lost the lead when Chan Chit-ming accepted a pass from Yip Yum-sum and drove the ball neatly past Langlands.

The Navy continued to play very unconvincing football and suffered a further reverse when Chang Chung-tak netted after a struggle in the goal mouth.

No further scoring took place prior to the interval.

Play improved in quality after the resumption, and the Naval forwards, by adopting the long passing game, began to have matters very much their own way. Sorbie obtained the equaliser and Gray was quick to add a further point.

The remainder of the game was all in favour of the Navy, their superiority in weight proving a considerable factor in the result.

Three further goals were added, all of which were scored by Cann, who played a sterling game throughout.

League—Division II

SOMERSET L. I. v. EASTERN

A Player Ordered Off

At Chatham-road Eastern collected full points from the soldiers in a game which proved to be very sporting except for the fact that Penny, through the action of a threatening attitude, was ordered off by the referee.

From the commencement the Somersets promised to be the victors, and it was purey due to the efficacy of K. Ram that Kerle, Penny and Hull failed to penetrate the Eastern citadel. At this stage the most outstanding feature was the remarkably clever play on the part of Evett, for the Somersets, but he lacked support.

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ing the first to score for Small

CRICKET

Official Season Now Ended

CHAMPIONS v. THE REST

Seniors Win But Juniors Get A Surprise

The official cricket season, locally, was brought to an end yesterday with the customary Champions versus The Rest matches in the two divisions of the League. The Senior XI of the Hong Kong C.C. as expected, accounted for the pick of other teams affiliated to the League, but the trouncing which their second eleven received was a surprise. Veteran members of the Civil Service C.C. gave a younger team from the amateur side quite a scare at Happy Valley. It has been suggested that the old am's might displace the regular C.S.C.C. 2nd XI in the League next year!

Division I

CHAMPIONS v. THE REST

On their own ground, the champions of the Senior League, the Hong Kong C.C., defeated The Rest by 24 runs.

Bowlers held the upper hand for the most part, and the scoring on both sides was low.

The champions started promisingly, the first wicket partnership between Hayward (22) and Moor (11), producing 33 runs. A rot set in thereafter, five more wickets falling for an addition of 18. Mitchell and Hancock then improved matters, the former scoring 19 and the latter contributing 31 in quick time.

Combe Baker played a big part in the attack, bowling 17 overs and although his figures were not very convincing (10 for 39), he was largely instrumental in keeping the runs down for his side. Bruce, however, did the most damage, taking seven wickets for 26.

The Rest opened shakily, and it was early apparent that their chances of passing their opponents' total were not bright. Hung (30) and Bruce (18) were the only batsmen who played confidently against the bowling of Parker (5 for 16), who returned the best analysis on either side, and Dobbie (3 for 45). Scores:

Champions (H.K.C.C. 1st XI)

A. W. Hayward, b Baker 22

O. Moor, b. H. W. Maxwell 11

Rev. E. K. Quick, c Hung 11

Brace 4

Capt. A. G. Dobbie, c Hung, b

Brace 0

H. Owen Hughes, b Brace 1

Lt. W. H. Maxwell, c E. F.

Fincher, b Baker 0

E. J. R. Mitchell, c A. H.

Madar, b Hung 19

H. V. Parker, b Baker 7

H. R. H. Hancock, c E. F.

Fincher, b Brace 0

A. C. I. Bowker, c Baker, b

Brace 6

C. D. Wales, not out 0

Extras 0

Total 121

BOWLING ANALYSIS.

O. M. R. W.

Hung 9 2 35 1

Baker 17 6 29 3

Brace 9.5 5 26 6

Anderson 1 0 11 0

The Rest

W. Brace (K.C.C.), c Quick, b

Dobbie 18

D. J. N. Anderson (University), c

Urrell, b Dobbie 6

E. C. Fincher (K.C.C.), b

Wales 4

F. I. Zimmer (University), b

Dobbie 0

W. C. Hung (C.R.C.), b Parker 30

E. F. Fincher (K.C.C.), b

H. W. Maxwell, c and b

Bowker 13

Comdr. F. C. Baker (R.N.), c

Owen Hughes, b Parker 12

F. E. Lawrence (K.C.C.), b

Parker 5

A. B. Hamson (C.C.C.), c

Quick, b Parker 3

R. C. W. Thompson, not out 1

Extras 1

Total 97

BOWLING ANALYSIS.

O. M. R. W.

Dobbie 13 2 45 3

Wales 7 3 10 1

Parker 10.2 4 16 5

Bowker 5 0 25 1

Division II

CHAMPIONS v. THE REST

On the Chinese R.C. ground, the champions of the Junior League (H.K.C.C. 2nd XI) lost to The Rest by ten wickets.

The batting of the H.K.C.C. was indifferent, Duckitt, with 36 to his credit, being the top-scorer. Summers helped with 18, whilst Walkinshaw and Dowler added 15 each, bringing the total to 126. Lacey, of the Police R.C., was in fine bowling form and captured six wickets for 37.

ALL OVER EVENS

(Continued from Page 1.)

	Winner	Places
Thunderbolt	311	486
Loch Alsh	268	662
Monk	256	521
Flying Stag	88	168
The Jamaica	86	113
Noukhai	74	125
	1,082	2,075

	Winner	Places
H. J. Armstrong, c Mackay, b	0	
Lacey	0	
L. W. Walkinshaw, b/w, b	15	
Wainfield	36	
E. R. Duckitt, c Lee, b Lacey	7	
G. E. R. Divett, c Harper, b	15	
Winfield	7	
R. H. Dowler, b Lacey	15	
J. A. Summers, b Morgan	18	
J. A. R. Duncan, b Lacey	0	
A. Reid, b Lacey	0	
W. K. Tait, b Morgan	12	
H. L. E. Ewin, b Lacey	12	
A. H. Gillingham, not out	13	
Extras	126	

	Winner	Places
6. M. R. W.		
Lacey	15	37
Lee	6	21
Morgan	10.1	27
M. P. Madar	6	18
The Rest	0	
G. Lee (K.C.C.), b Reid	4	
S. R. Kermani (University), b	127	
and b Duckitt	41	
N. A. E. Mackay (K.C.C.), b	41	
Reid	0	
H. E. Harper (C.S.C.C.), b	3	
Reid	0	
W. H. Murdoch (C.R.C.), b	1	
Reid	0	
J. F. Winfield (E. & S.), not	3	
out	0	
Cpl. Morgan (R.A.O.C.), not	15	
out	0	
Extras	15	

Total (for 5 wkt.) 205

A. E. Lacey (P.R.C.), M. P.

Madar (P.R.C.), H. M. Xavier (C.

C. R.), M. L. Langmaid (R.A.S.C.)

did not bat.

BOWLING ANALYSIS.

O. M. R. W.

Reid 15 0 55

Summers 4 0 21

Duckitt 8 0 39

Tait 3 0 24

Divett 3 0 25

Walkinshaw 3 0 26

The Rest

G. Lee (K.C.C.), b Reid

and b Duckitt

N. A. E. Mackay (K.C.C.), b

Reid

H. E. Harper (C.S.C.C.), b

Reid

W. H. Murdoch (C.R.C.), b

Reid

J. F. Winfield (E. & S.), not

out

Cpl. Morgan (R.A.O.C.), not

out

Extras

Total (for 5 wkt.) 205

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Madar (P.R.C.), H. M. Xavier (C.

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and b Duckitt

N. A. E. Mackay (K.C.C.), b

Reid

H. E. Harper (C.S.C.C.), b

Reid

W. H. Murdoch (C.R.C.), b

Reid

J. F. Winfield (E. & S.), not

out

Cpl. Morgan (R.A.O.C.), not

out

Extras

Total 121

BOWLING ANALYSIS.

O. M. R. W.

Hung 9 2 35 1

Baker 17 6 29 3

Brace 9.5 5 26 6

Anderson 1 0 11 0

The Rest

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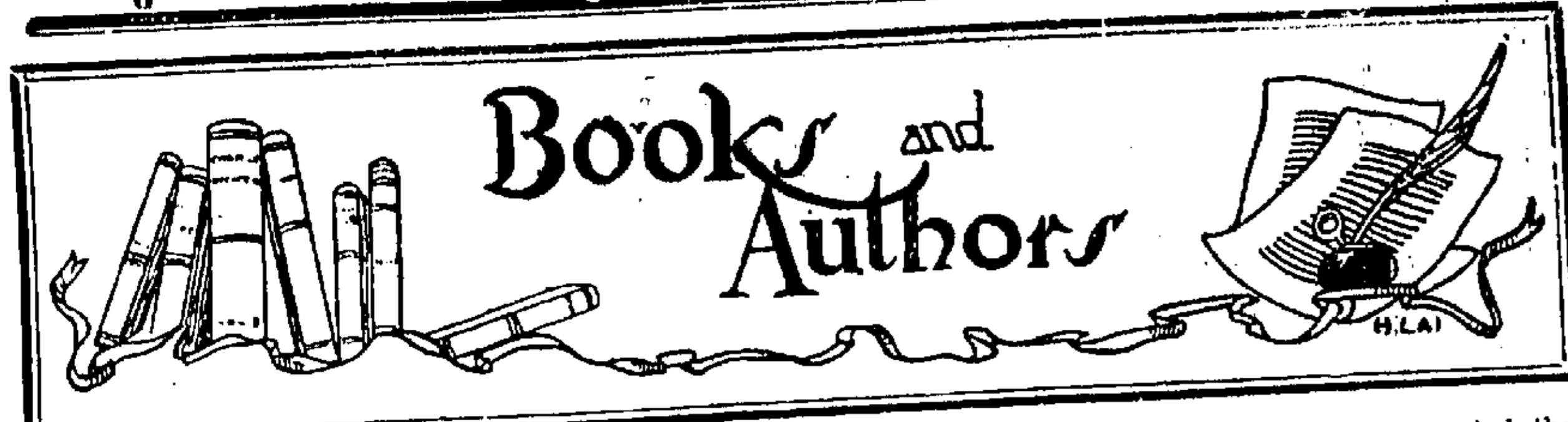
E. C. Fincher (K.C.C.), b

Wales 4

F. I. Zimmer (University), b

Dobbie 0

W. C. Hung (C.R

**"HERALD" REVIEWS****Olive Schreiner's New Book**

[*"Undine," by Olive Schreiner; Ernest Benn, 7.6.]*

Olive Schreiner is, to most people, the authoress of one book, "The Story of an African Farm," that lovely and pitiful tale of Lyndall, the girl who had the courage to think for herself, and make her own life in the loneliness of the African veldt. The book is a passionate plea to the world to allow women the right to have social and economic standing as rational beings and not only as drudges or dolls. "I once heard an old man say," cries Lyndall bitterly, "that he never saw intellect help a woman as much as a pretty ankle; and it was the truth . . . A little bitterness, a little longing when we are young, a little searching for work, a little passionate striving for room for the exercise of our powers and then we go with the drove. A woman must march with her regiment. In the end she must be trodden down, or go with it; and if she is wise she goes."

A Ghastly Tragedy

In *"Undine,"* written when Olive Schreiner was eighteen, and now published for the first time, may be discerned some of the genius, and some of the material which went to the making of the later and greater work. Undine Bock, daughter of an English Afrikaner, living on a farm on the veldt, is like Waldo in "The Story of an African Farm," imaginative, and morbidly sensitive to religions of the bleaker Calvinistic type, tortured by a sense of sin, and driven into defiance of all accepted beliefs by harsh and unsympathetic treatment. She goes to

England, when a ghastly tragedy, the sudden madness of a beautiful and dearly loved aunt, almost causes the child to lose her reason. In time, she recovers from the shock, only to face with a worse; the man whom she loves, and to whom she is engaged, jilts her heartlessly and for no apparent reason, and in the violence of her revulsion against this treatment, she sells herself in marriage to his gross and repulsive old father. Their child, her only comfort, dies in infancy, and soon after the old sensualist dies too. Undine, almost penniless, for she will not touch the money for which she had sold herself, returns to Africa, and goes to the New Rush mines at Kimberley to find work. There, after much difficulty, because she is a woman, she manages to make a living by drudging as a washerwoman, and by her care redeems and saves from death a degenerate and besotted Englishman, sees the man she loves still die, neglected by the pretty and useless wife he had chosen in her place, and worn out by suffering, toil, and fever. Undine at last finds the peace of death.

A Happy Mediate

Like Lyndall, but less effectively because it is said from the man's point of view, and therefore less passionately, the "Piece of Perfection" to whom Undine had given her love, sums up the attitude to women that Olive Schreiner is always working to destroy. "A woman to be womanly should have nothing striking or peculiar about her; she should shun all extremes in manner or mode of expression; she should have no strong views on any subject, especially when they differ from those of her surroundings . . . There is between all extremes a happy mediate, and there a woman should be found. Men may turn to one side or the other. A woman never must." This may seem very

out of date, but the mind that thinks in such a way is not extinct yet; and remember that this was written forty years ago by a child of seventeen.

The Horrible Cousin

In spite of the unnecessary heapings of tragedy on tragedy, so often a fatal temptation to the young writer, this book deserves to be read. The character drawing of the women is good; that of the men less convincing, except that of the horrible Cousin Jonathan, with his

enormous mouth—a mouth that seemed for ever hungering and seeking after something! The girl who wrote of this man with his "half-angel, half-devil" nature had not had only happy experiences, and could see too well into the darkness where a man must stand and make war on his own soul. Sometimes the writing is a little stilted, a little formal, sometimes rather rhetorical and forced, but it is never slovenly, and often admirable. Much of it is alive with passionate feeling, and an artist's observation, burning with the force of a child's imagination, working at white heat to describe and convey to others the tortured self-analysis of the suffering and over-tried heroine. Artistically less perfect in structure and in style than its successor, the novel is none the less remarkable, and is one of the few juvenile works of a famous writer that is to be read for its own sake, apart from mere literary curiosity.

Youthful Editors Get Together

Newspaper men and women in the making meet each other annually at the Press Convention of Columbia University's Scholastic Press Association in New York. Joseph Murphy, above, founder and secretary, personally welcomes Betty, aged 10, and Esther Box, aged 17, from Rome, N.Y., as the youngest members attending.

CANADA FORGING AHEAD

FACTS AND FIGURES—By RALPH A. COOPER.

The tremendous and growing volume of Canadian wheat and wheat flour exported to the markets of the world is strikingly indicated in a summary of Canadian grain and flour exports for the first six months of the current crop year ended with January, just issued by the Dominion Bureau of Statistics.

Exports of wheat totalled 241,004,030 bushels valued at \$262,145,470 compared with 168,612,344 bushels valued at \$204,995,092 in the corresponding six-month period ended January 1928. Wheat flour exports in the period under review were 6,001,028 barrels valued at \$33,964,302 compared with 4,961,868 barrels valued at \$32,175,619.

Converting the Bureau's figures for barrels of flour into bushels of wheat, Canada's total exports of wheat and of wheat flour in the first half of the present crop year totalled 268,009,556 bushels as against 180,640,705 bushels in the comparative period a year ago. Exports of both commodities in the period under review were valued at \$36,109,772 compared with \$237,168,762 in the six-month period ended January, 1928.

Also featuring the grain exports for the six-month period are substantial gains registered in the export of both barley and oats. Exports of barley at 26,400,282 bushels valued at \$17,452,282 show an increase in quantity of 9,905,016 bushels and in value of \$4,152,701 as compared with the six-month period ended January 1928. Exports of oats at 6,699,433 bushels valued at \$4,264,604 show an increase in quantity of 4,072,545 bushels and in value of \$2,667,547. Rye exports, however, show a decline from 5,524,350 bushels valued at \$5,464,705 to 4,150,348 bushels valued at \$4,268,879.

Canada's increasing barley trade was mostly with the United Kingdom, exports to that country gaining by nearly 9,000,000 bushels over the comparative period of a year ago. In wheat exports, the total to the United Kingdom was over 35,000,000 bushels higher and to other countries except the United States exports of Canadian wheat gained by nearly 46,000,000 bushels over the six-month period a year ago.

Northern Manitoba Development

"You will be asked to approve of the appointment of a commission to study and report as to the best and most effective method of bringing about the development of the hydro-

Railroads' Improvement in Revenue

Figures which reflect the growing prosperity of the provincial railways serving the rich agricultural areas of the Peace River district, together with the line which has its northern terminus at Waterways, in the McMurray district, has been tabled in the Alberta legislature by the Hon. Vernon W. Smith, Minister of Railways and Telephones.

In the Peace River district the Edmonton, Durvigan and British Columbia railway revenue in 1928 amounted to \$1,867,192, compared with \$1,369,132, for the previous year, an increase of \$438,060. After deducting all expenses with the exception of interest, there was a surplus of \$795,246 as compared with \$353,479, in 1927. The Central Canada railway which taps the same district had a revenue of \$164,054, compared with \$83,908, for the year 1927, an increase of \$70,145.

The Alberta and Great Waterways railway which furnishes access to the Mackenzie district of the North West Territories by linking up with steamboat navigation at Waterways had a total revenue of \$370,050 compared with \$331,642 in 1927. Net revenue exclusive of interest charges increased from \$19,223 to \$61,674.

Highwood Western Railway

Plans are well advanced for the construction of the first link of the Highwood Western Railway for which a charter was obtained at the last session of the Parliament of Canada, according to Harry A.

Canadian Flier in Death Dive

Derailed as a result of a washout on the line, two cars and the locomotive of a Toronto, Hamilton and Buffalo train ploughed over this embankment at Stony Creek, Toronto, killing two persons and injuring thirty-seven. This was the scene of Stony Creek battle in war of 1812.

COUNCIL VACANCY**Chamber of Commerce to Nominate Member****MEETING ON FRIDAY**

It is announced that a general meeting of members of the General Chamber of Commerce will be held on Friday to nominate a member of the Chamber for the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Ford, promoter of the railway project to serve the Turner Valley oil field and open up coal areas on the Highwood river. The railway would run from Okotoks on the Calgary-Macleod branch of the Canadian Pacific Railway and ultimately it was planned to continue it to Sparwood at the lower end of the Elk Valley in British Columbia to connect with the Crow's Nest line of the C.P.R.

Negotiations were under way through financial interests in the East, stated Mr. Ford, looking to the underwriting of securities.

Canada's Hosiery and Knit Goods

The gross value of products of the hosiery and knit goods industry in Canada during 1927 was \$53,928,107, an increase of \$1,554,666 as compared with the figure for 1926 at \$52,373,441, according to the Dominion Bureau of Statistics.

In the year under review it is interesting to note that although the number of establishments engaged in the industry increased by only 1 to a total of 159, the capital employed increased by \$5,316,762 to a total of \$55,511,978 and the number of employees by 897 to 16,732. Salaries and wages in 1927 were \$13,760,024, an increase of \$906,106 over 1926. Manufacturing processes added \$20,218,362 to the value of materials which cost \$27,709,747.

Hosiery, silk or silk mixed and silk full fashioned, ranks first in value of production in 1927 with \$7,474,252, followed in order by underwear, separate, all cotton, with a value of \$6,054,316, sweaters, cardigans, etc., with a value of \$5,228,033, hosiery, woolen and worsted, with a value of \$4,252,085, and underwear in combination, all cotton with \$3,762,584. The provinces of Ontario leads with 71.27 per cent of the total value of production, Quebec being next with 21.86 per cent.

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CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

**Have your Frigidaire Now
Benefit by its economy as you pay for it**

wonder how you ever got along without Frigidaire.

IT'S so easy to have Frigidaire. A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy. Call or phone for a demonstration

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Conceits in

STRAW HATS

FOR

SUMMER

**Beautiful
New Colours**

priced from

\$4.50

**Smart Poke Effects
Off - One - Eye Hats
Little French Turbans.**

YEE SANG FAT CO.

THE STORE THAT SAVES YOU MONEY.

GOEDECKE MEDICINES

are scientific Preparations prescribed all over the world by modern physicians and hospitals.
VEGANIN-GOEDECKE: fast acting PAIN KILLER in neuralgic, rheumatic diseases, headaches, toothache, influenza, pneumonia, palpitation of the heart, sciatica, coughs, etc. No bad side-effects, fast absorption.

In Tubes of 10 tabloids to the public and physicians.
ANUSOL-GOEDECKE: fast acting non-toxic, non-corrosive suppositories against HAEMORRHOIDS. Painless evacuation, removes constipation from stasis of faeces. Only genuine with name Goedecke. No substitutes exist for Anusol-Goedecke.

Sealed boxes of 10 suppositories for public and physicians.
ARHOVIN-GOEDECKE: (taken by mouth) against acute, chronic, simple or complicated GONORRHOEA, PROSTATITIS, EPIDIDYMITIS, CYSTITIS, PYELITIS. No side-effects on gastro-intestinal canal or kidney system. Contains no balsam. Quick cure.

Bottles of 30 capsules, to public and physicians.
TARGESIN-GOEDECKE: most modern preparation against anterior and posterior Gonorrhoea. Rapid cessation of secretion. Painless, free from irritation, strongly bactericidal, antipilistic, of "deep" action.

To physicians and hospitals only, bottles of 10 Gramm.
OBTAINABLE AT ALL LEADING CHEMISTS AND
DEPARTMENTAL STORES.

Sole Agents:

ERIC ALLUM, CHOW & CO.

Hongkong.

18, Connaught Road, Central



Not Written
for
Hong Hong
on fire, to keep
cool and think;
do not get excited. Shut the
door of the room.

Do not jump unless absolutely necessary. It is often found possible to get outside the verandah rails and crawl along the wall to the next house or verandah via the drying stage. An alternative method is to tie sheets together securely round the bed-post (not the loose bed-rail), which should be dragged as near the verandah or window as possible and wedged; make sure the knots are secure, then slide down. If the smoke is very thick, remember that the closer to the floor the clearer the air, therefore crawl. To think is essential. Remember the Brigade will be on the scene in a very few minutes.

The foregoing
No Matter comes from
How Small Shanghai. But
the Fire doesn't read as
though it were
specially written for Hong Kong,
after the King Edward Hotel fire?
It is an extract from a chapter
entitled "Fire Protection and
Prevention" appearing in the
Municipal Information section of
"Hong and Homes (1928)" a
Shanghai directory published by
Francis C. Millington. It is not
stated specifically whether the
instructions are issued by the Fire
Brigade through the Municipal Council
of the International Settlement, or whether the
publisher of the directory should take
full credit for the abundant fore-
sight shown. At any rate there
are a number of paragraphs
which apply just as strongly to
Hong Kong as they do to Shanghai—the date of publication, 1928,
is significant—and it is proposed,
with the acknowledgment already
given, to quote some of these. It
should be noted that each para-
graph is read in connection with the
injunction: "In case of fire, no
matter how small it may be, —"

Two of these
When You
Have out poignantly, in
to Jump
view of the ter-
rible loss of life in
the King Edward Hotel disaster,
the finding of the special jurors
at the Coroner's inquest, and the
tragic scenes witnessed by spectators
and described so graphically
by Hong Kong Pressmen. Our
advice is to keep these two para-
graphs:—

Do not forget that if you
have to jump (the last re-
source, always) if mattresses are
available, throw them out of
the verandah close to where
you intend to land. Get over
the verandah or out of the
window and hang on with your
hands before dropping. In
doing this, you lessen the fall
by the extent of your height.
Fall loosely. This often saves
broken bones.

Do not forget that rubbish
and combustibles stored under
the staircase minimise your
chances of escape, also that
rubbish littered about the pre-
mises enhances the fire hazard.

The remainder of
Telephone the
Brigade and, if not allowed
to be tucked away
in some dusty drawer, worth
keeping as well:—

Do not forget to telephone the
Fire Brigade immediately. Give
house number, road and nearest
road junction, and speak slowly
and distinctly. It should be
borne in mind that all fires have
a small beginning. Make a special
note of the Fire Brigade tele-
phone number of your district,
and hang it in a prominent position
by the side of your phone.
Do not panic. Do not forget, at
night time, to wake every person
in the house, and see that all are
outside. Whenever possible, take
a roll-call of the known occupants.

Do, not forget
False Sense
of
Security
If the water sup-

ply is some distance away, form
a bucket chain, in which the
people should be two or three
paces apart. Do not forget that
fire appliances installed in pre-
mises not properly cared for
create a false sense of security.
Do not forget that interfering
with electric wiring, carelessly
throwing away matches and
cigarettes, allowing children to
play with matches, lamps, candles
or fireworks are serious fire

menaces and every year result in
lives being lost. Do not forget
that throwing kerosene or gasoline
on a fire to hasten its lighting
often makes a larger fire than
is required. Do not forget that
cleaning clothes with gasoline,
benzine, etc., in a room where
there is an exposed light is an ex-
ceedingly dangerous practice, and
has its annual death roll. Don't
you add to it. Work of this nature
is far better done in the open, or
if done in a room, see that the
window is wide open.

The cast also includes Mr.
Bruce Winston, Miss Marie Ault.
Mr. George Curzon, Mr. Frank
Cochrane, and Miss Rose Quong
(another Chinese actress). Mr.
Aubrey Hammond, who has de-
signed the scenery and costumes,
has spent long hours at the British
Museum in pursuit of precise
detail, and has been greatly
helped by Mr. Arthur Waley;
authorities on the period (early
Ming) need fear no shocks to
their sensibilities, as the greatest
care has been taken that the small
accessories—mirrors, chessmen,
belt-buckles, and so on—should be
copied from suitable originals.
The music, which is based on
Chinese folk-tunes, has been ar-
ranged by Mr. Ernest Irving, and
will be played on Chinese instru-
ments.

Do not forget
When Visiting
Places where you
of Amusement
have a fire in
stallation, your
first duty is to call the Fire
Brigade. All hydrants and hose
boxes must be kept free of all ob-
structions. All rubber-lined hose
should have water through it
once a month, care being taken to
dry it and clean it thoroughly be-
fore replacement in the box.
Your "boys" or staff should
thoroughly understand the use of
such appliances. Do not forget
when visiting places of amusement
to note the nearest exit to your
seat, and, if a fire breaks out, walk quietly towards the
exit. Do not run or push. More
lives are lost by panic in theatres
than by fire. Do not shout or yell.
Shouting is a prime cause of
panic. Do not forget that inter-
fering with the firemen on their
arrival is interfering with the
extinguishing of the fire. Always
remember that though it may be
your house which is on fire, it is
the Fire Brigade's fire once they
are on the scene.

Christmas trees
should only be
lit with low
Dress Dances
voltage electric
lamps; candles
are a great source of danger. It
is far better to place a Christmas
tree in an empty room as far
away from the door and windows
as is possible, and decorations
and curtains should be used
sparingly. Never dress children
up in cotton wool to represent
snowballs or other similar charac-
ters, unless the cotton wool has
first been treated and made fire-
resisting. Snap dragons should
only be given at parties to grown-
up people unless there is plenty
of supervision. A good method
to adopt at all children's or even
grown-ups' parties is to have a
large woollen blanket (not a
cotton blanket) handy and a pail
of water. A fire-extinguisher is
also an excellent precaution when
of the soda-acid or foam type, but
on no account should a carbon
tetrachloride extinguisher be used
in a confined space, as the
fumes given off render one liable
to asphyxiation, though when
used for electrical or fires in the
open, they are excellent.

Cinematograph ex-
hibition in private
Private houses: — Attention
Houses is particularly drawn
to the very grave
risks which are run in connection
with this form of entertainment,
especially where nitro-cellulose
films are used (practically the
only type used in Shanghai). In
giving entertainments of this
sort, machines should be put as
remote from the exit as possible,
and a pail of water with a small
blanket kept handy. As a further
safeguard, a fireman should be
placed on duty, for which a
nominal charge is made. Films
should not be left exposed, and all
smoking and naked lights kept
as far away as possible.

Because of the
Stage Interest
in
Things Chinese
hitherto un-
congenial at
the Chinese
mosphere, the
bang-bang-
bang of the orchestra
and the length of time (usually 4½
hours), Europeans in Hong Kong
make it a rule to stay away from
the Chinese theatres. A good
many years ago, local amateurs
presented a show with a Chinese
theme. Otherwise there has been
very little stage interest in
things Chinese. But read what
one of the leading London dramatic
critics said in mail week:—

"The most interesting, because
the least conventional, production
of this week will be 'The Circle
of Chalk,' which Mr. Basil Dean,
by arrangement with Miss Mary
Moore, will present at the New
Theatre. A play from the ancient
Chinese by the German Klabund
(English version by Mr. James
Laver), it will be remarkable for
the first appearance on the stage
of Miss Anna May Wong, the
Chinese film actress, who, as the

THE HONG KONG

PENINSULA HOTEL:

HONG KONG HOTEL; REPULSE BAY HOTEL;

PEAK HOTEL.

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;

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HOTELS

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NATHAN ROAD.

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PRIVATE RESIDENTIAL HOTEL—FINE SITUATION
UNEXCELLED CUISINE.

Most Moderate Terms

Now under the personal supervision of the proprietors.

NEW HEALTH
by the Glassful

This is the
question asked
by a correspond-
ent who com-
plains that a
several members of his Chinese
staff have asked — and have been
given — leave during the last week
or two to go to "Canton more
far" to attend the tomb cere-
monies of the Ching Ming festi-
val. The questioner admits that
he is a newcomer. But there are
even some old residents who con-
fess to only a vague knowledge of
the matter. The honours paid to
the dead are called ancestral wor-
ship but many authorities object
to the word "worship" with its
English connotation. Ancestral
worship appears as an establish-
ed cult at the very beginning of
Chinese history and it remains to-
day, even with strong prefer-
ence for jettisoning old custom,
as the chief religious practice of
the Chinese race. Much of its
present form, however, dates
only from the Sung Dynasty
(A.D. 960 to 1126).

* Wincarnis is the finest recuperative before
and after child-birth.



WINGARNIS
"The Wine of Life"

Local Agents:
H. RUTTONEE & SON
14, Queens Road, Central, HONG KONG.

Street 6.

CHOICEST
CHINA TEA

LOOSE AND IN TINS.

HANGCHOW CHRYSANTHEMUM

KEE MUN BLACK TEA

WHITE PEONY

LUNG TSING

SHUI SIN

JASMIN

ETC.

Try Some!

Try Some!

AT

SINCERE'S

LESSEN THE DANGER

of

FIRE

IN YOUR HOME

by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA:

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

2, Queen's Building.

Tel. Central 230.

JUST ARRIVED

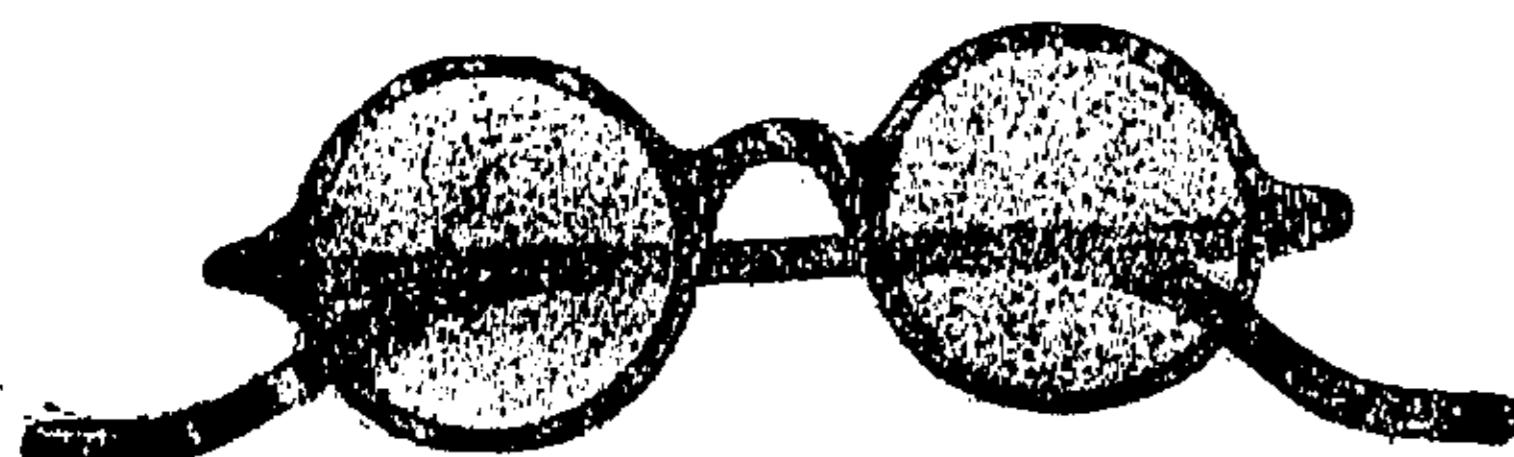
CHOICE CANADIAN BACON

SLICED \$1.20 per lb.
WHOLE (5 lb. Pieces) \$1.10 "

ENGLISH HAMS

WHOLE HAMS \$1.00 per lb.
HALF " \$1.10 "

The Dairy Farm Ice & Cold Storage Co., Ltd.



SUN PROTECTION!

More than ever YOU need SUN PROTECTION of the right kind in the tropic glare of Hong Kong's sun. Cheap window-glass goggles are liable to be of more harm than good — the results of wearing cheap goggles are often not realised until too late. SAVE PRECIOUS EYESIGHT by buying guaranteed sun protection glasses from a reputable and qualified firm such as ours with a reputation of over forty years in the Far East.

LAZARUS

Hong Kong's only European Optician.

SIR WILLIAM CROOKES (English patented) — we recommend the B or A2 shade for Hong Kong or the B2 (extra dark) for very sensitive eyes. These lenses are world-known and recommended by all physicians and eye specialists. Can be made up to your own prescription or made in plano (without power).

VITREX (English patented) — these are almost colourless but contain valuable chemical protection against glare. We recommend for use indoors or for duller days.

SUN GLARE GOGGLES — GUARANTEED PROTECTION. Everyone of our lenses is guaranteed. You are assured safety in use.

We especially recommend the
Sir William Crookes lenses.

THIS IS THE SEASON WHEN
GERMS ARE MOST PREVALENT.

Use

CARBOLINE DISINFECTANT

to clean your house and office.
(as supplied to the leading banks).

THE COLONIAL DISPENSARY,
13, Queen's Road C.,
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SUMMER VACATION. SPECIAL INCLUSIVE RATES

For trips to JAPAN, INDO-CHINA and JAVA for the Summer Months including return Steamer tickets, hotel accommodation, baggage transfers, and sightseeing. By this method the traveller is relieved of all the annoying details of purchasing tickets, reserving hotel accommodation, etc. A safe and convenient method of carrying your funds during your holidays is by means of our system of Travellers' Cheques. Also be free from anxiety and insure your personal baggage with us at current rates.

All further particulars furnished on application to:

THOS. COOK & SON, LTD.
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General Foreign Passenger Agents, Pennsylvania Railroad,
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Opposite Hong Kong Hotel.
Phone C. 524.

LADIES' BATHING CAPS

The Latest
Assortment
Just received.

GET THE BEST WHEN
OUR STOCK IS NEW.

THE PHARMACY
(FLETCHER & CO., LTD.)

Asiatic Building.

Tel. C. 345.

Columbia
New Picnic
RECORDS
THE LATEST RECORD NOVELTIES

DAY'S BROADCASTING

TWO PARTS.

By Clapham and Dwyer.

TWO BLACK CROWS

PARTS 1 - 2 - 3 - 4 - 5 - 6 - 7 - 8.

By Moran And Mack.

The Anderson Music Co., Ltd.

CORRESPONDENCE

Where One Can Be Married

To the Editor of "Sunday Herald."

Sir,—To your reader who asks the "difference between marriages in churches, and the registry," you say the law is clear on the point, and give a list of churches laid down by the legislature where marriages can be "held." But the real answer is that one is legal and the other is not. May I point out that the mere fact of the marriage being held in a religious institution does not alone constitute its legality. It is the legal registration of the civil contract that is all important and binding, and really all that is necessary to the law on the point.

Whether or no the religious ceremony is held, has no bearing whatever upon the civil contract, and which is, as you say "largely a matter of personal opinion" depending, of course, upon the religious beliefs of the parties.

But where, as in many cases, no religious beliefs are concerned, or involved, no religious ceremony is necessary, or desirable, as you have said "the law is clear on this point," without — if I may say so — pointing out what is clear in answer to his question and seems to me should be made known to such enquirers.

Yours etc.,

SATIREV.

Hong Kong, April 8.

LIFE-SAVING GEAR

Addition to the Local Regulations

LAUNCH OR MOTOR-BOAT

New regulations under table E in the Schedule to the Merchant Shipping Ordinance, 1899, are announced, together with an amendment. The regulation inserted, to come into force on Oct. 1, 1929, is as follows:—

Every launch or motor boat, when plying or being used as a ferry, shall be equipped with life-saving appliances consisting of standard life buoys, standard life belts and standard life-saving rafts sufficient for not less than fifty per cent. of the number of persons the vessel is licensed to carry. The proportion of each of such classes of life-saving appliances shall be determined by the Harbour Master in each case. Every launch or motor boat, when not so plying or being so used, or which does not soply or which is not so used shall be equipped with life-saving appliances as follows:—

(i) Vessels in Class I shall be equipped with at least 2 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry.

(ii) Vessels in Class II shall be equipped with at least 4 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life rafts or buoyant deck seats sufficient to accommodate not less than fifteen per cent. of the said number.

(iii) Vessels in Class III shall be equipped with at least one boat, in such a position that it can be readily got into the water, and with at least 8 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life rafts or buoyant deck seats to accommodate not less than twenty per cent. of the said number.

Notification

Under authority of Merchant Shipping Ordinance, section 39 subsection 18, vessels are prohibited from mooring to the seawall in Yau-mati typhoon shelter between a position 150 feet to the north of the Government slipway pier where a notice board has been erected, and the Government slipway pier.

THE "HERALD" CALENDAR

April 15, 1899.—British flag hoisted at Taipohui, New Territories.

April 15, 1908.—Junk Bay Flour Mills, Hong Kong, suspended payment.

April 17, 1871.—Telegraph from Hong Kong to Shanghai opened.

April 17, 1891.—Execution in Kowloon City of 19 pirates, including "Nomon" pirates.

April 19, 1913.—Mr. Francis Joseph Baddeley, Captain Superintendent of Police, Hong Kong, retired on pension.

April 19, 1890.—"Sir Charles Forbes," the first steamer in Chinese waters, arrived in Hong Kong.

D. B. S. SPEECH DAY

(Continued from Page 1.)

of and to thank the Founders of this School and Orphanage and all faithful and hard working members of the Committee and of the Staff.

Everyone, I am sure, will agree with me that the last five years have been among the most difficult which the School has ever had and that it has passed through them successfully.

On behalf of the Staff, the Scholars and of myself I heartily thank the Chairman (the Right Reverend the Bishop of Victoria) and the Members of the Committee in 1928 for the many hours of hard work which they have given for the welfare of the School. The Finance Sub-Committee has been most considerate in all difficulties and on this occasion we should put our thanks on permanent record; the Chairman at the beginning of the year was Mr. A. H. Compton, who has long been a great friend of the School. Mr. H. B. Dowbiggin acted as Chairman during his absence from the Colony. Mr. P. S. Cassidy, who has been on the Committee since 1922, has been most indefatigable as Honorary Correspondent and Secretary. The other members of the Finance Sub-Committee were Mr. G. S. Archibald, Mr. C. Blaker, Professor G. T. Byrne and Mr. W. L. P. Sheppard.

About twenty-five boys have been prepared for Confirmation during the year; most of these boys will be presented for Confirmation early in 1929.

The Boarding Accommodation

This has been greatly improved. A new permanent roof has been constructed on half the building and a large dormitory formed in the North Block with two masters' rooms at each end. A new small boys dormitory is now being made and will have its own bathrooms with hot and cold water and a room for two amahs adjoining. In the main sanitary block on the top floor a large new bathroom with hot and cold water has been formed; there are five shower baths, two bathrooms and twenty-four basins, etc., this is in addition to the bath-room already existing on the ground floor.

The dining room is being rearranged and new crockery, tables and cutlery are being purchased.

The Orphanage

In March there were twenty free boarders and seven at reduced fees; there were four free day boys and forty-eight at reduced fees. In September there were twenty-four free boarders, six at reduced fees. We are grateful to the Hong Kong Benevolent Society for paying part fees for cases sent through their Society, in conjunction with which we work very closely both as regards children and parents. In 1928 the Society helped to support five boys for the whole of the year and three for part of the year.

The Headmaster has postponed his leave to England from 1929 to 1931 and from September 1929 he will live at the School; he is signing a new agreement with the School for six years to date, from November 1929 when his present agreement expires.

Effect of the Military Occupation

The effect of the Military occupation of the School Buildings can be judged from the following facts. In March, April and May 1926, that is in the first three months after we had moved from the island to the new school on the mainland, our average attendances were 298, 289 and 300. In March, April and May 1927, our first three months in the Temporary Premises after we had been forced to leave our own buildings at very short notice, our attendances were 232, 216 and 205.

On our return in 1928 our attendances for the same three months rose to 254, 246 and 250.

Our great loss has been in Day Boys who left in 1927 to go to other Schools when they realised that our accommodation in the temporary premises was not ready and had been forced to leave our own buildings at very short notice, our attendances were 232, 216 and 205.

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Religious Instruction

This has always received special attention throughout the School. In 1928 more details have been put in the Syllabus and an attempt is being made to make the teaching of religion more real by general references to the Church Calendar, the Services and the History of the Church and, in the higher classes, to Comparative Religion.

In future we hope to make more use of the Church Services at School Prayers, at which our Singing has improved.

Two books have been introduced in the preparation of Confirmation Candidates. They are (1) A Modern Confirmation Manual by the Rev. H. K. Luce, M.A., Master of the King's Scholars, Westminster School, with a Preface by the Headmaster of Harrow and (2) The Creed of a Schoolboy by the same author, with a preface by the Rev. H.R.L. Sheppard.

About twenty-five boys have been prepared for Confirmation during the year; most of these boys will be presented for Confirmation early in 1929.

The Boarding Accommodation

This has been greatly improved. A new permanent roof has been constructed on half the building and a large dormitory formed in the North Block with two masters' rooms at each end. A new small boys dormitory is now being made and will have its own bathrooms with hot and cold water and a room for two amahs adjoining. In the main sanitary block on the top floor a large new bathroom with hot and cold water has been formed; there are five shower baths, two bathrooms and twenty-four basins, etc., this is in addition to the bath-room already existing on the ground floor.

The dining room is being rearranged and new crockery, tables and cutlery are being purchased.

The Orphanage

In March there were twenty free boarders and seven at reduced fees; there were four free day boys and forty-eight at reduced fees. In September there were twenty-four free boarders, six at reduced fees. We are grateful to the Hong Kong Benevolent Society for paying part fees for cases sent through their Society, in conjunction with which we work very closely both as regards children and parents. In 1928 the Society helped to support five boys for the whole of the year and three for part of the year.

The Headmaster has postponed his leave to England from 1929 to 1931 and from September 1929 he will live at the School; he is signing a new agreement with the School for six years to date, from November 1929 when his present agreement expires.

Effect of the Military Occupation

The effect of the Military occupation of the School Buildings can be judged from the following facts. In March, April and May 1926, that is in the first three months after we had moved from the island to the new school on the mainland, our average attendances were 298, 289 and 300. In March, April and May 1927, our first three months in the Temporary Premises after we had been forced to leave our own buildings at very short notice, our attendances were 232, 216 and 205.

On our return in 1928 our attendances for the same three months rose to 254, 246 and 250.

Our great loss has been in Day Boys who left in 192

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Hongkong Sunday Herald.

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ILLUSTRATED SECTION.

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HONG KONG, SUNDAY, APRIL 14, 1929.

9



"AT HOME" AT KING'S PARK, KOWLOON.—Held by the China Light & Power Recreation Club last Sunday when a large crowd accepted the hospitality dispensed lavishly.—(K. Fujiyama)



TREVERESSA TROPHY WINNERS.—The team from the s.s. "Haiyang," in the "colours" of the Douglas S.S. Co., with Mr. Twibill (in centre), and trophies, winners of the local ship's life-boat race held in Hong Kong twice a year by the Royal Hong Kong Yacht Club.—(K. Fujiyama).



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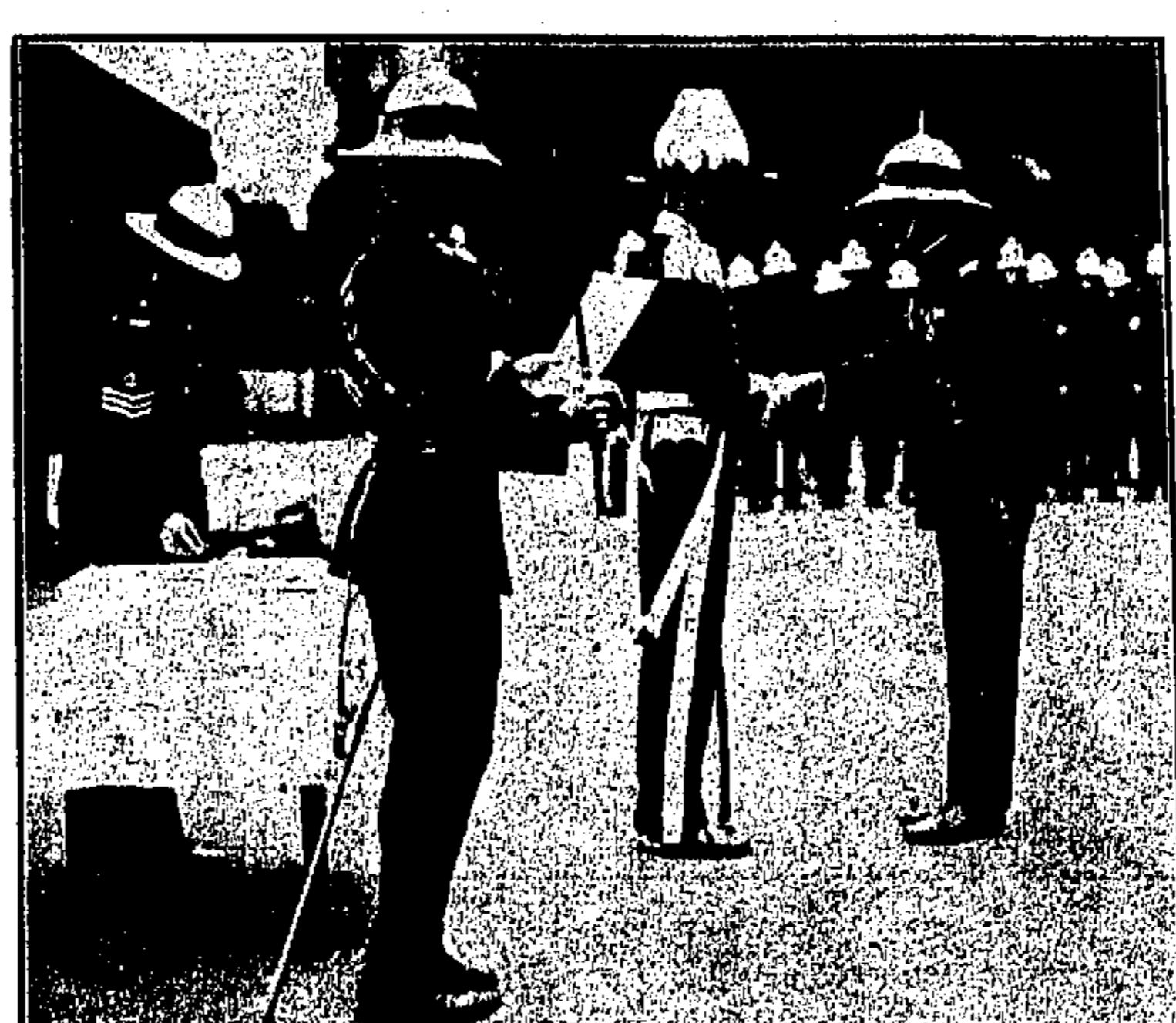
All Dispensaries and Stores sell it.



COMMENDATION.—Sgt. L. R. Whant (right) facing H.E. the Governor (Sir Cecil Clementi) at the annual Police inspection on Wednesday.—Sgt. Whant was commended for alertness and zeal.—(A. Fong).



23 YEARS' SERVICE.—Divisional Inspector John Ogg, of the Water Police, receiving the 4th class medal from H.E. the Governor, for zeal and diligence, at the annual inspection.—(A. Fong).



4TH CLASS MEDAL.—Acting Det. Insp. L. P. Lane (at right) being congratulated by H.E. the Governor at the annual Police inspection on receipt of the 4th class medal for merit in connection with the "Sunning" piracy and Treasury fraud case.—(A. Fong).



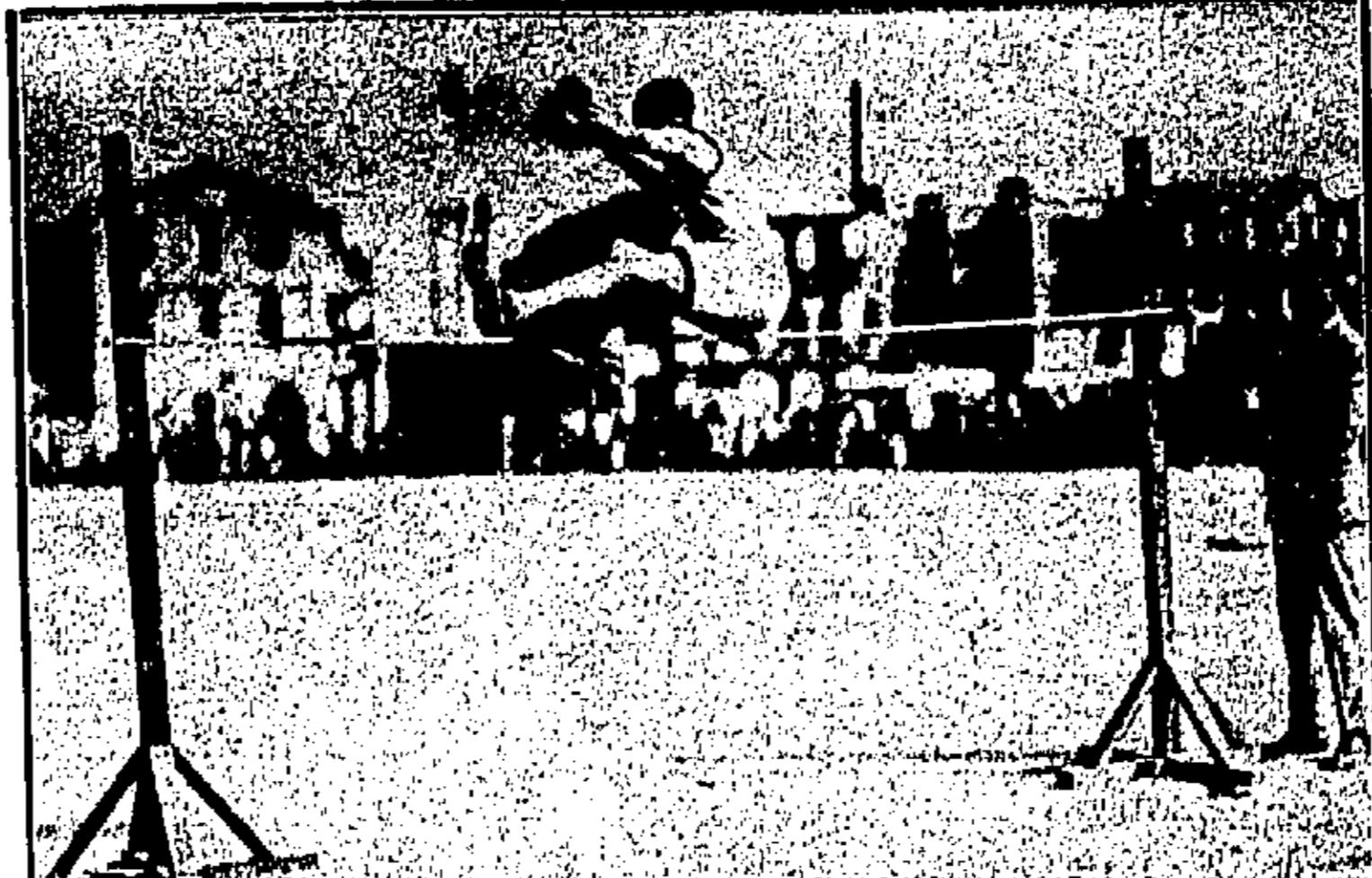
MISS JOSEPHINE KILFOYLE.—Of the Barnard English Comedy Co., at the "Star Theatre, Kowloon.



RUNNERS-UP.—The No. 10 Platoon ("C" Company) team, runners-up in the inter-Platoon Soccer Cup competition of the 2nd Batt. the King's Own Scottish Borderers.—(K. Fujiyama).



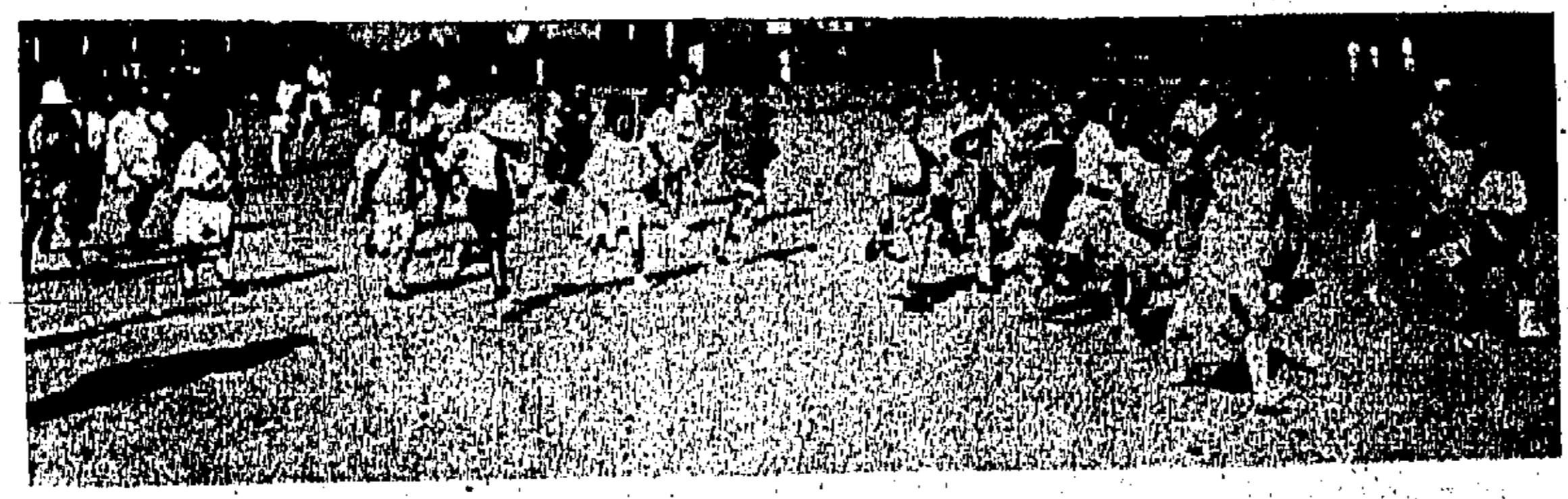
OPEN SINGLES.—H. D. Rumjahn (left) who beat Lim Peng-chin in five sets in the H.K.C.C. annual tennis tournament.—(K. Fujiyama).



THE HIGH JUMP.—L/Cpl. Lovell, clearing 5 ft. 3 ins. at the athletic sports of the 1st Batt. the Somerset Light Infantry at Shamshuipo.—(K. Fujiyama).



"HOT RICHIE"—And his two "flames," at the athletic sports of the 1st Batt. the Somerset Light Infantry at Shamshuipo.—(K. Fujiyama).



SOMERSET LIGHT INFANTRY'S SPORTS.—Held at Shamshuipo on April 6. Here is seen the race for children, won by Millie Crawley. May Reeves was second. Harold Perry and Kenneth Perry won the first and second prizes for boys.—(K. Fujiyama).



GOVERNOR OF MACAO.—H.E. Senator Barbosa (centre, left), on the "President Monroe," on which he sailed from Hong Kong to go on long leave.—(K. Fujiyama).



LOCAL TRIANGULAR RUGGER.—The Army team which lost to the Royal Navy by 5 points to 20 in the annual competition.—(K. Fujiyama).



AT STONECUTTERS.—Rifle teams from H.M.S. "Cornwall" on one of the ranges at Stonecutters Island, Hong Kong.—(K. Fujiyama).

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The Woman's Page

Our Slogan — SERVICE

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Lounging Made Stylish



Lounging is becomingly informal hours, when one is not on dress parade, it is still possible to effect attractive costumes, and this is one of them. The model is wearing gold coloured satin pajamas, fashioned along manly lines with black satin girdle and trimmings.

A GULLS MEETING

In the search for early flowers we discovered a grave breach of good manners on the part of the gulls who will be soon finishing their visit to London and leaving the parks and Embankment to London's own birds. A glimpse of white, and something that seemed to move, caused us to gaze attentively through the shrubs which guard the grounds of Kensington Palace on the south side. But these were no snowdrops, they were gulls holding a meeting on the grass, shut in by the green boughs, and as much at home as if the lawn of a palace were their natural home. Gatecrashers in the bird world evidently, and as far from shyness in the situation as their human parallels.



debating clubs of our towns and villages.

Valuable Training

Women members of these clubs find in debate much more than the excitement of discussion. For debate is a valuable training in business and professional work as well as a definite health-promoting exercise.

WOMEN DEBATERS

HOW THEY ARE WINNING THEIR SPURS

STUDY CIRCLES

It is no new habit for women to get together in order to discuss things. But of recent years we have exhibited this feminine complex to such effect that the voice of women in debate has now become a power which moves Governments to action, reconstitutes industries, remodels social systems, and makes itself felt in every facet of the nation's interests, writes Elsie Winter in the "Daily Telegraph."

In public affairs there is scarcely a problem—from Colonial policy to smoke abatement, from mixed marriages to fiscal reform—which women in conference, council, committee and club have not debated with such marshalling of vocal energies that public opinion has been aroused and, in many cases, new laws have been created to meet the facts which debate has laid bare.

Woman's incursion into the professions and industries, her appointment to many responsible public positions, and, lastly, the active part which the enfranchised woman may take in her country's affairs have engendered this new spirit of debate which activates not only the more ponderous women's movements, but which is vigorous in the fireside-talk groups, discussion groups, study circles, model parliaments, and model councils, the modern



Golfing Costumes



Costumes of four prominent lady golfers, showing also positions in playing.

To debate well, one must speak well; and voice production, with its factor of deep breathing, affords a literal course of health exercises, while the nervous system rapidly becomes attuned to confidence and composure by public speaking.

The training of a good speaking voice by practice in debate is an obvious asset to business and professional women who work entails interviews, speeches, dictation, or, as in the work of a saleswoman, cultured and persuasive conversation.

Preparation for debates, the search for facts and information, either by reading or personal inquiry, promotes mental alacrity, trains the powers of observation, teaches the systematic arrangements of facts, calls for the exercise of judgment, and teaches the invaluable art of discovering general principles from a study of details.

Course of Study

Of the different types of debating clubs, the fireside-talk group of eight or ten women meeting at one or another's house, and the discussion group of twenty or more members meeting in a club-room, are those with the simplest debating programmes, a topic being chosen, investigated, its pros and cons dissected, discussed, and resolved. Study circles elaborate on discussion groups by making a definite course of study—usually in a subject of business or professional importance—their basis for debate.

Model parliaments and model town councils are organised on the lines of real bodies of their kinds, and debate political and public questions.

Many large business and industrial firms have their employees' debating clubs—by discussion of working problems they often elucidate important industrial innovations. Women's colleges, girls' schools, and women's clubs are energetic in the field of debate; the majority of women's societies working for political and social objects conduct a great deal of their activities on the lines of debate.

In principle all debate should have a definite object, to educate its participants, to promote



Pretty spring model.

economic, literary, scientific, or artistic knowledge, or to resolve public and social questions.

Way Things Happen

By debating public problems it is often possible to submit resolutions to higher public bodies, who, in turn, may bring them to governmental or official notice, and so set in motion legal, social, or industrial reforms.

For educational purposes some organisations encourage discussion circles and debating clubs, amongst them the National Home Reading Union and the National Adult School Union, with whom organisers of debating clubs may get in touch.

AN OLD SERENADE

A paragraph in a newspaper the other day told of a butcher at Smithfield being given the butchers' serenade of marrowbones and cleavers. Anyone interested in old customs must have been pleased to note that this one still survives, for sixty years ago a writer spoke of the Butchers' Serenade as "one of the old institutions of the London vulgar, one just about to expire." Evidently old customs do not die as easily as that, or else the butchers are a conservative people.

Hogarth introduces this serenade in the "Marriage of the Industrious Apprentice," and the serenade was not alone for other butchers about to enter the holy estate of matrimony; the serenader used to assemble outside a house where a wedding party was taking place, and there entertain all with in hearing. But even a love of old customs would hardly reconcile one to hearing this demonstration in the crowded, noisy London streets to-day.

PICTURESQUE

Printed effects are, in many cases, just veritable pictures. In flowered patterns small, and often stiff, designs prevail; on satin and crepe-de-Chine. The chiffon range may show larger straggling scrolls, especially in flowers but the tendency in designs seems rather to favour those from the eighteenth century. Bianchini gives us many lovely delicate shades for summer, such as pale rose, lily-green, Venetian red, and a prawn apricot, which is new. Green-and-beige, like black-and-white, seems one of those discreet alliances sponsored by several good dressers.

Skiing Costumes



Here we have five good reasons why Skiing is so popular now in Quebec. There are cross-country races for ladies, junior and senior events and jumping for the experts. With its ice pageant, the most colourful winter event of the east, and the International Dog Sled Derby, Quebec City has become in winter even more of a popular resort than it is in the spring and summer.

"SMOKING"

FOR THE BOUDOIR AND BOULEVARD

POPULAR AGAIN

It would seem that smoking is becoming popular again, at least "honey-combing" is the name given to this fancy-work to-day. At one time, smocking was exclusively the decoration for a child's overall. Now it may be seen on silk pyjamas, as the entire yoke of an afternoon frock, and as the light trimming on white silk jumper. It is worked in small quantities only, and is more favoured on the yoke of the garment than at the cuffs.

Fur Like Silk

Goat skin is a fine pelt, very similar to the flat furs one associates with trimming to summer coats. It is most successfully used just now for long coats, its popularity as trimmings to cloth coats not being very marked. The fur is of such a supple quality that it lends itself admirably to the fussy details one expects only from cloth coats. Sleeves are gathered, the back may be pouched, or a swinging cape is added, and the collar will probably be arranged as a scarf.

Undies of Colour

Quite a number of the new woolly undies are striped, the colours running horizontally. Vests are seen made of fine wool, with broad cream stripes alternating with pink ones. In some designs, the stripes vary in size. In this way, black is blended with orange, or pink; but the paler colours are likely to be more favoured. Other woolly vests have

Lectures on Frocks



Mrs. Mildred Bedell Quinn, New York society woman, divorced wife of Edward Quinn, is giving up a life of ease and luxury for a career. As head of the fashion department of the chain of stores founded by her father, she plans an American lecture tour, illustrating it with a collection of frocks she brought from Paris.

FILM HEROINES

Speaking of clothes, I admire especially the film heroines who go through the most startling adventures and emerge with their clothes looking as neat and their permanent waves as well set as when they started, says a writer. I am a child in matters of the cinema, but even I was inclined to rebel when I saw a heroine rushed on board a sailing-ship at the last moment in a thin summer frock and no hat, and appear a couple of months later, after storms, a mutiny, and other hardships, wearing the same dress and apparently unaffected by her experiences. The sight left me quite cold towards the story, whereas if she had appeared in sailor's clothes or even garments made of sailcloth, and her hair flying wild, I should have turned a sympathetic eye upon her adventures. Producers should make allowance for our having some observation as well as sense of humour.



In light straw.

merely a band across the top showing tiny strips, and cosy knickers with shaped knee bands are striped to match.

For Baby Feet

Children are wearing delightful shoes and sandals at their parties. Flat sandals with elastic ankle straps are made in gold and silver kid, while other sandals are covered or embroidered. Cromwell shoes with crepe-de-chine, plain, painted with a large tab in front look particularly ingenue, and brocaded shoes for older girls have low heels slightly shaped. Other party shoes in gold and silver kid have fancy side straps fastened with pretty buckles of diamante.

Finishing a demi-toilette, has the ends and centre dusted with diamonds. A new hat pin of onyx is ringed with diamonds and so forth.

GEORGETTE FAVOURED

Among diaphanous materials, georgette will be used in addition to chiffon. As a foundation for embroidery it is certainly a more practical proposition, as it is necessary this season to take jewelled and many pictorial embroideries into consideration. Jewelled decorations are very prominent. A sparkling back view reveals a yellow stain frock held up by rings of straw. A bow of black lace, (Continued at foot of preceding Column.)

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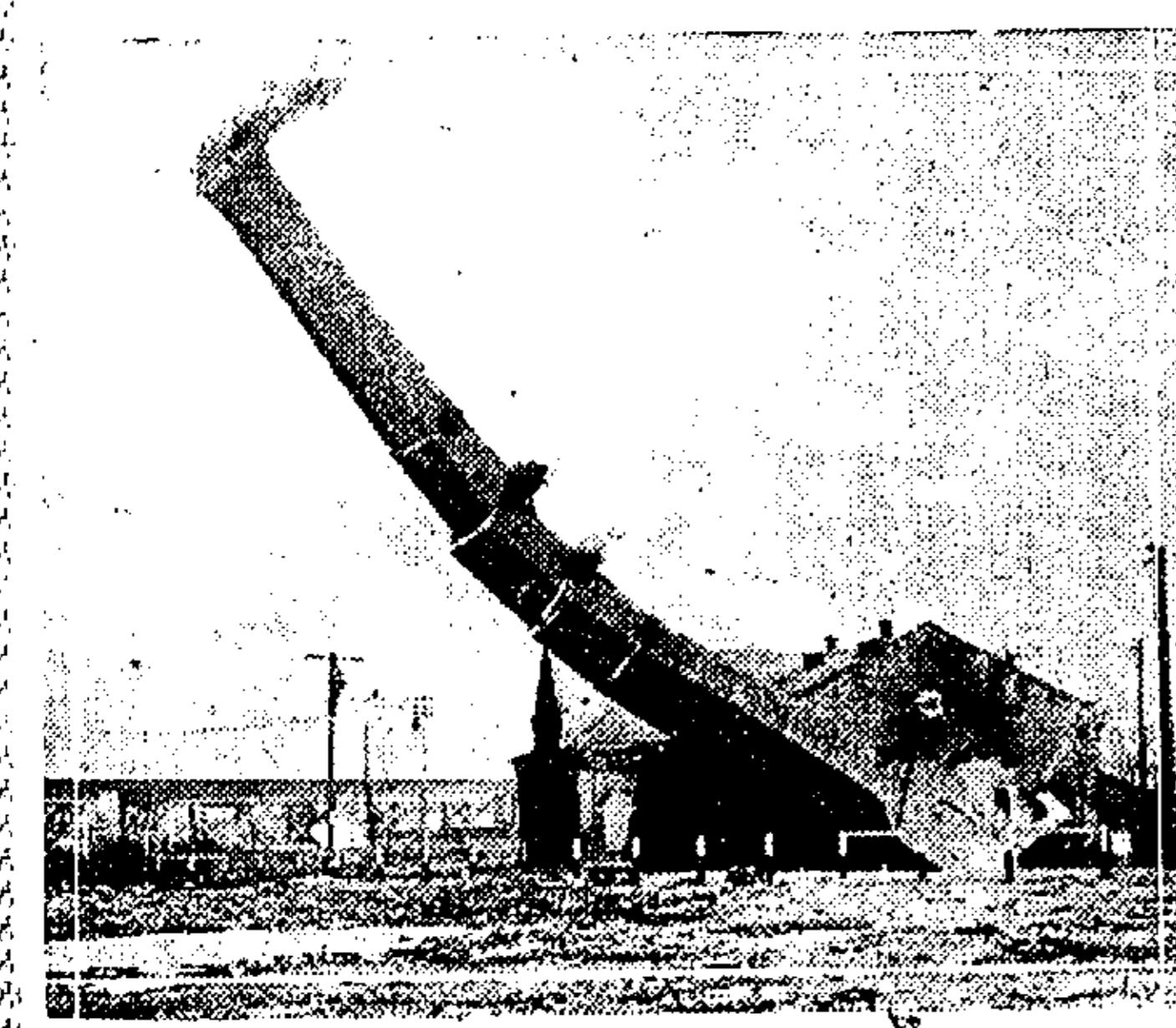
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Flying Maid.—Miss Kathryn Fall, 16-year-old high school girl, of Alliance, Ohio, training now for an attempted non-stop flight across the United States this Spring. If she is successful, she will be the first female to fly across the United States in a non-stop flight.



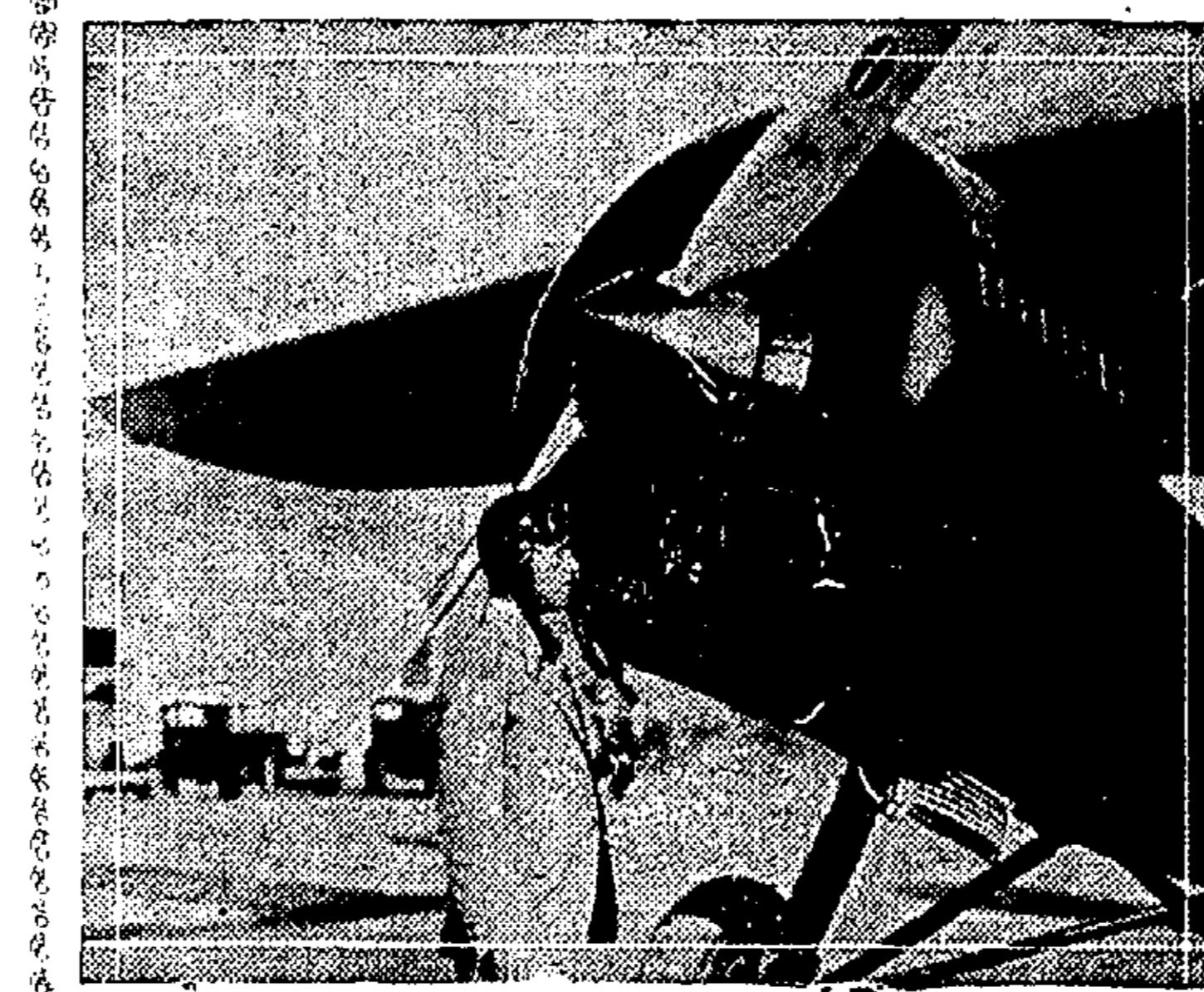
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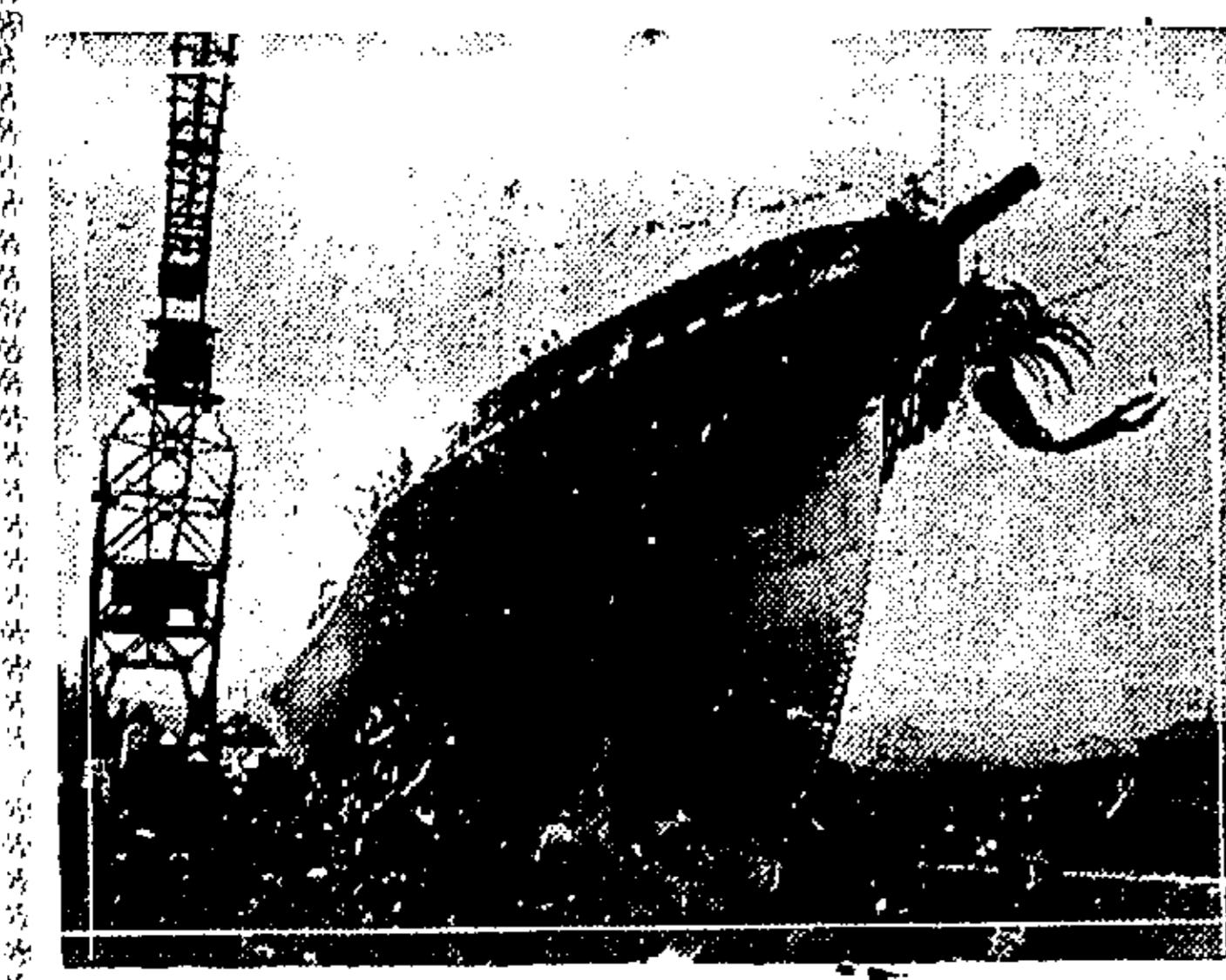
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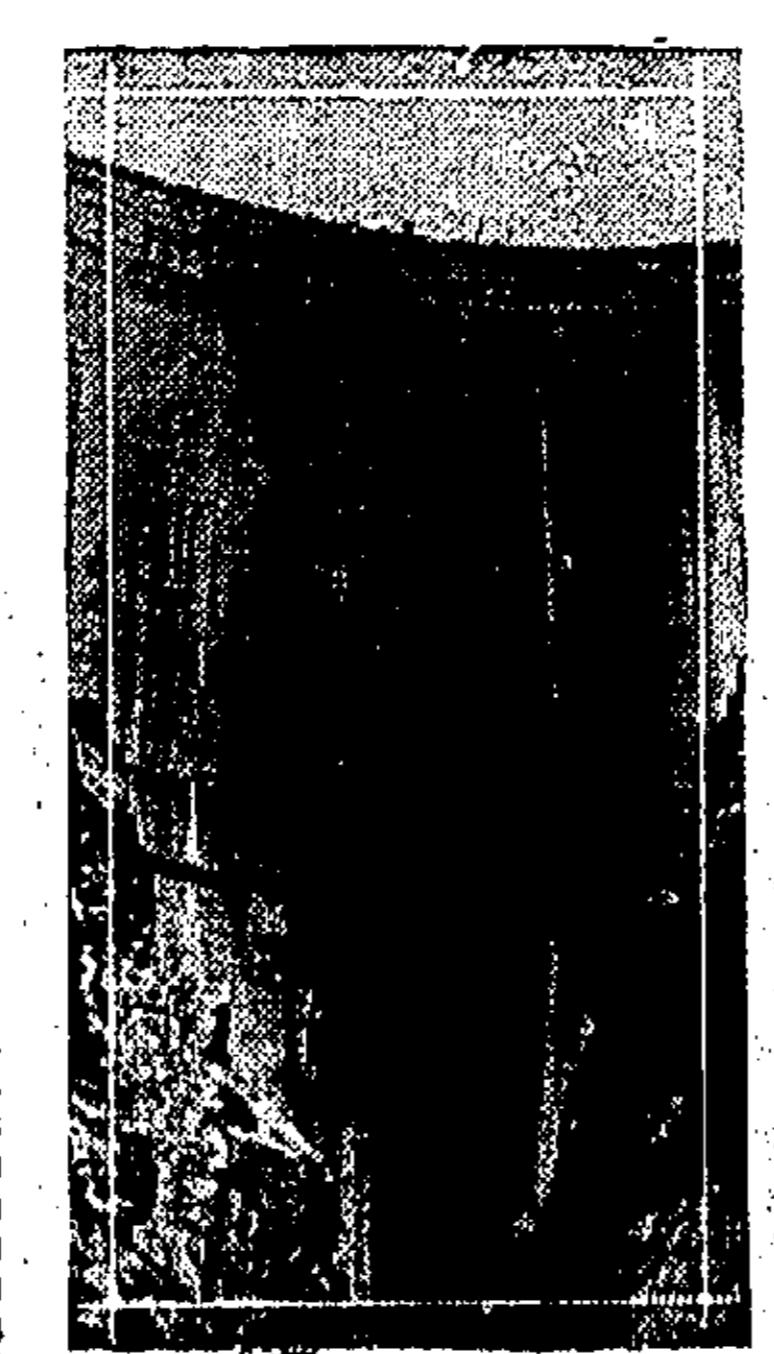
Monument to Martyr.—Model of monument in memory of the French school teacher Legrand, who was shot in 1918, at Valenciennes, by the Germans. It is by Felix Desvergues, noted sculptor.



Spanish Royalty.—Queen Victoria of Spain (left) and her daughter, Princess Beatrice (centre) and Princess Christiana after a few rounds of golf on private links near Madrid.



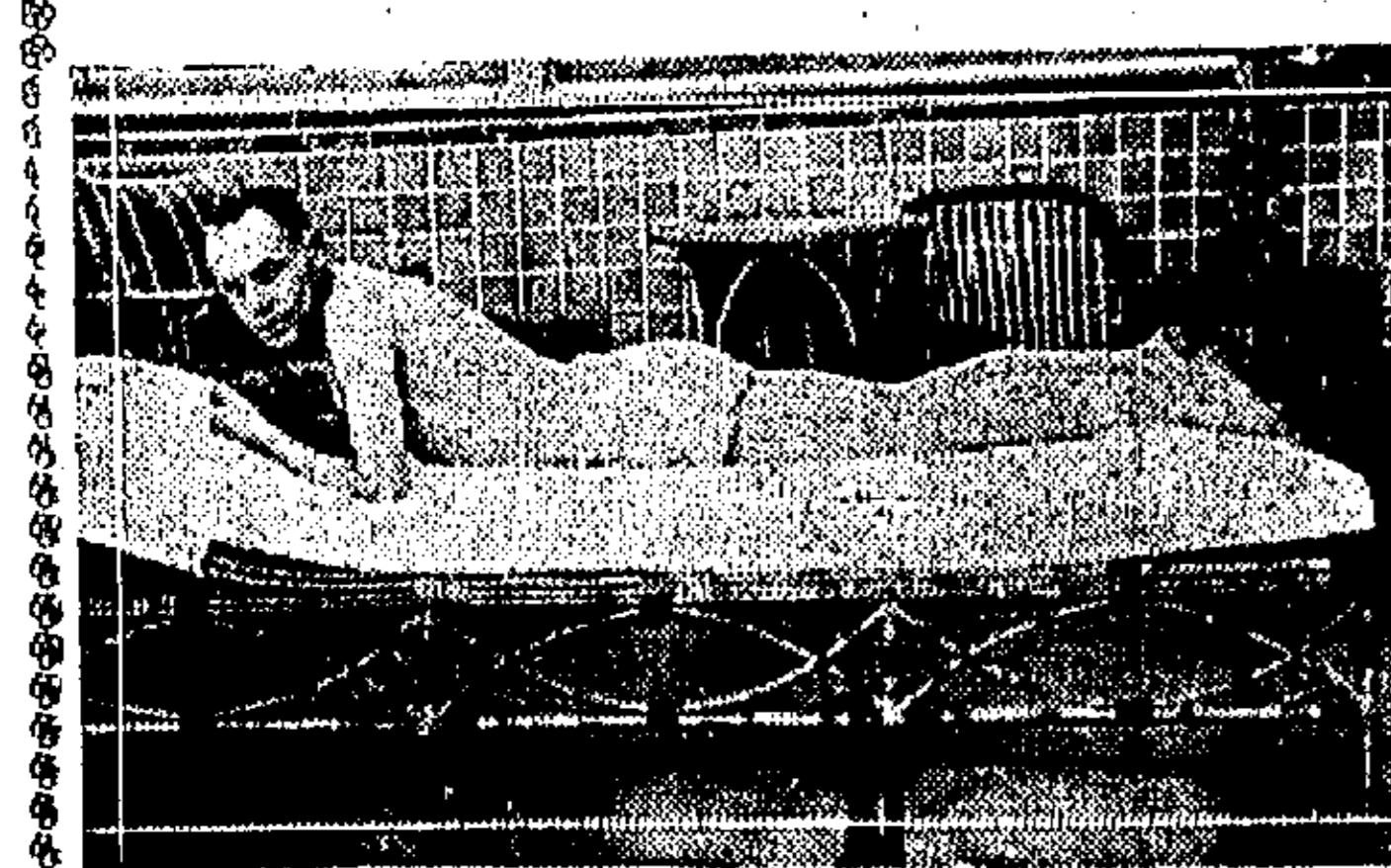
On Top of the World.—A striking view of the hundreds of peaks in the Bernese Oberland, Switzerland, with a mountain climber perched way up on the very top of the famous mountain Jungfrau—13,688 feet above the sea—a long swift slide for the mountaineer in the picture—if he slipped.



Highest Dam.—A striking view of the Pacolma Dam, which has just been completed at a cost of \$2,500,000. It was built by Los Angeles County as part of its water conservation programme, and is the highest in the world—376 feet.



On Guard on Border.—Major-General William Lassiter (left), commander of the Eighth Corps Area at San Antonio, Texas, has full authority to dispose of his forces as he sees fit without consulting the War Department. The same applies to Major-General John L. Hines (right), in command of the Ninth Corps Area, with headquarters at San Francisco. All this is interesting in view of the fighting in border States on the Mexican side.



"Phantom Finn"—Paavo Nurmi, one of the outstanding runners of track history, basking in the warm sun's rays in a solarium on top of tall building.

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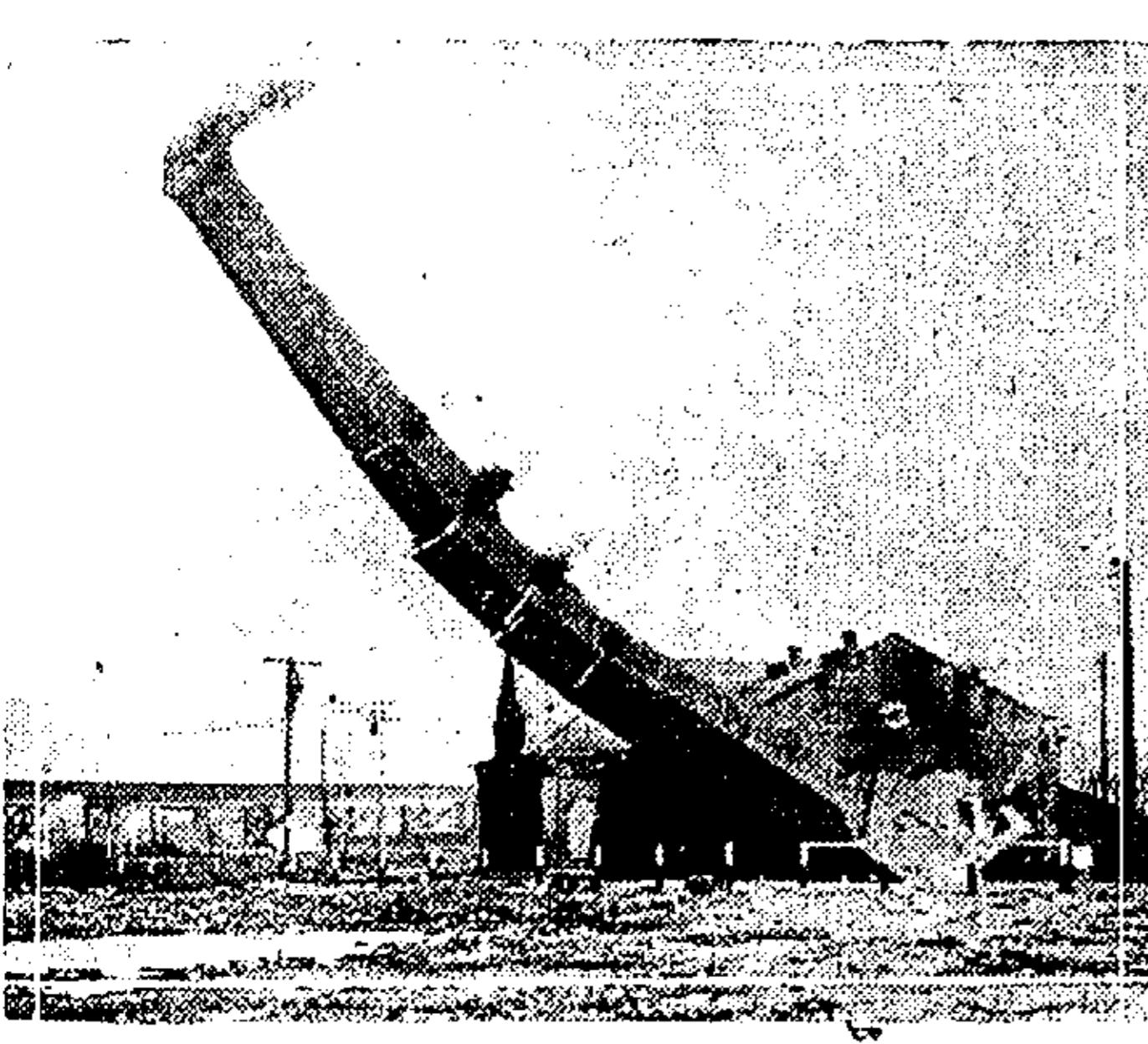
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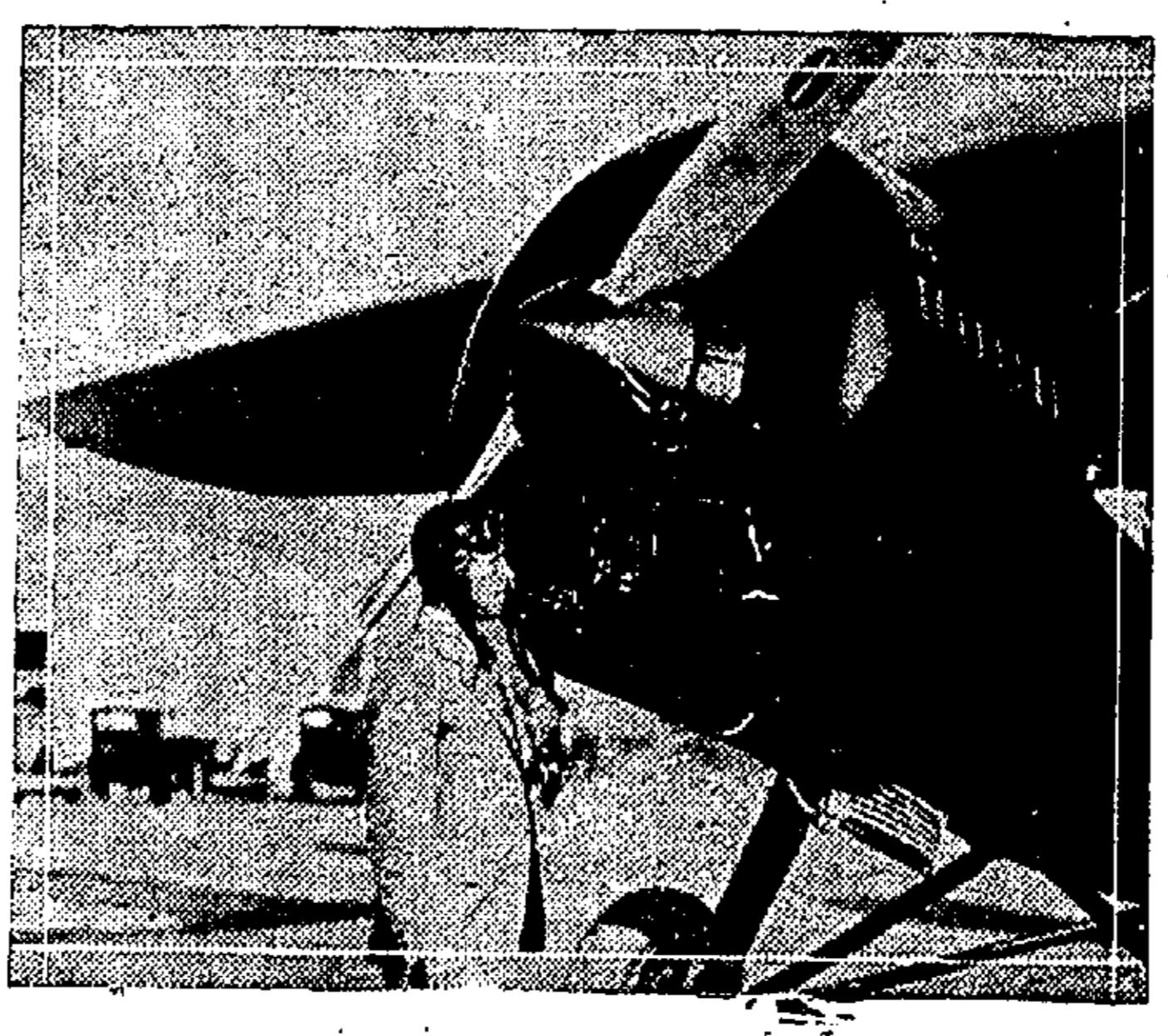
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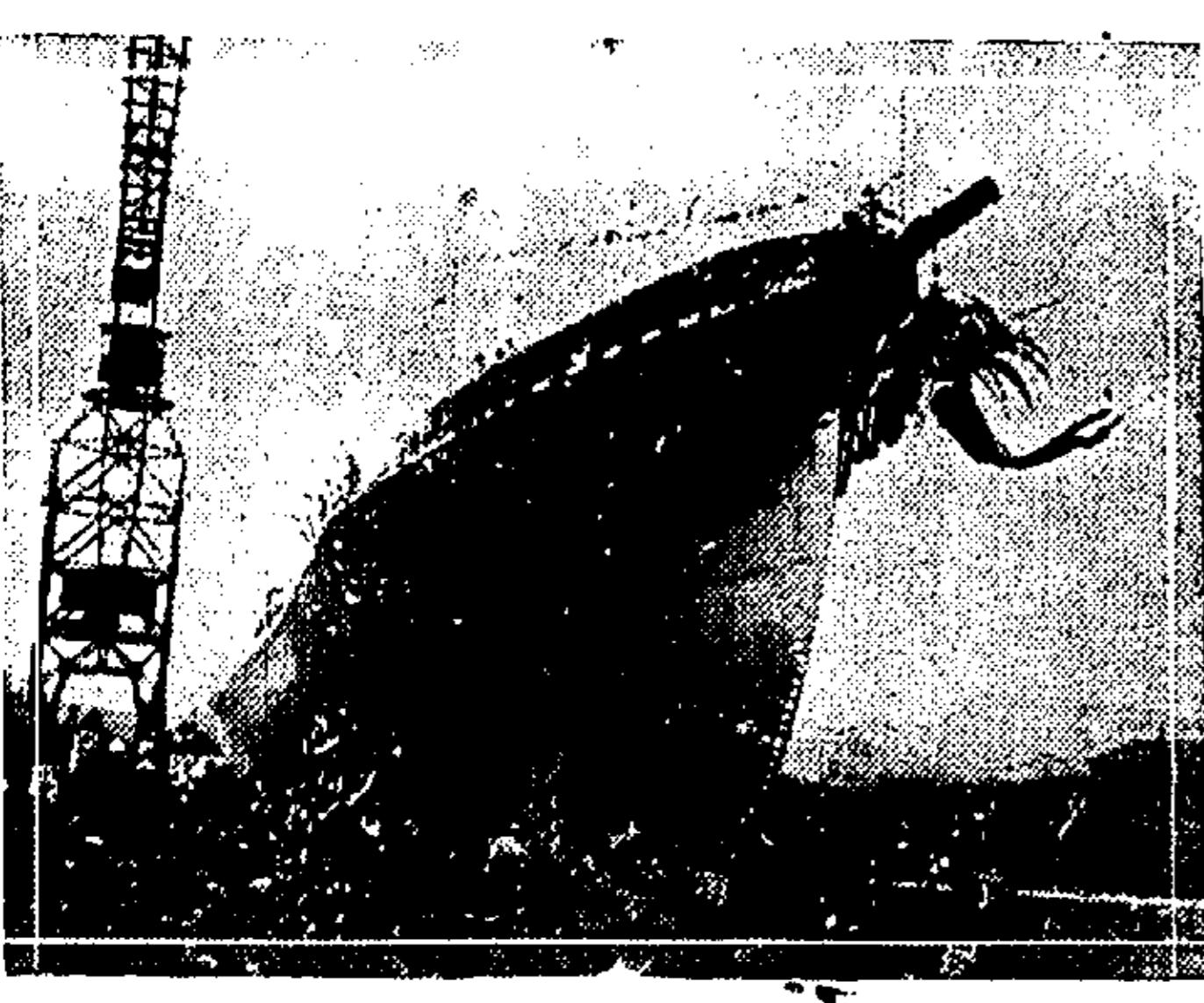
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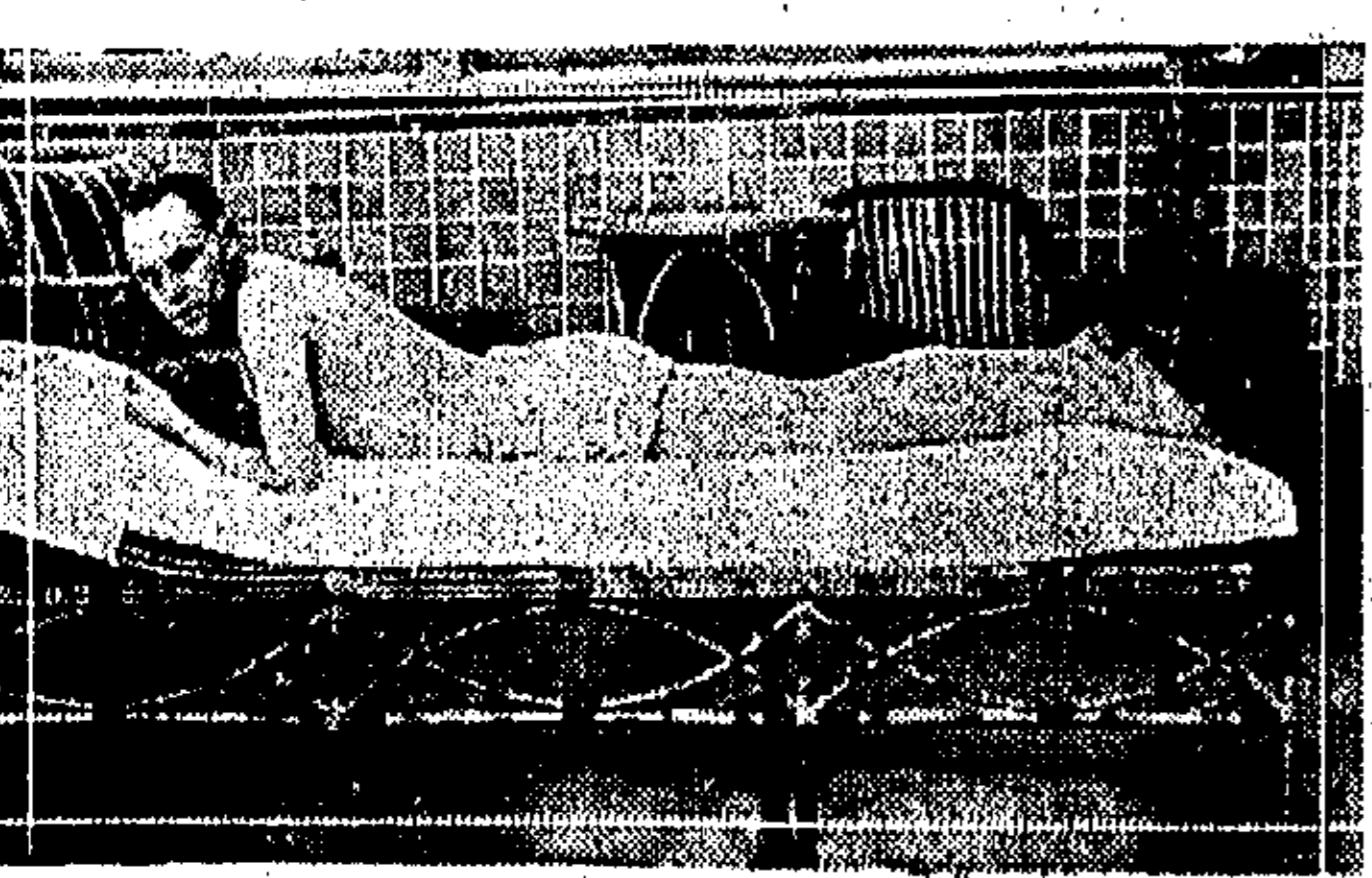
Monument to Martyr.—Model of monument in memory of the French school teacher Legrand, who was shot in 1918, at Valenciennes, by the Germans. It is by Felix Desruelles, noted sculptor.



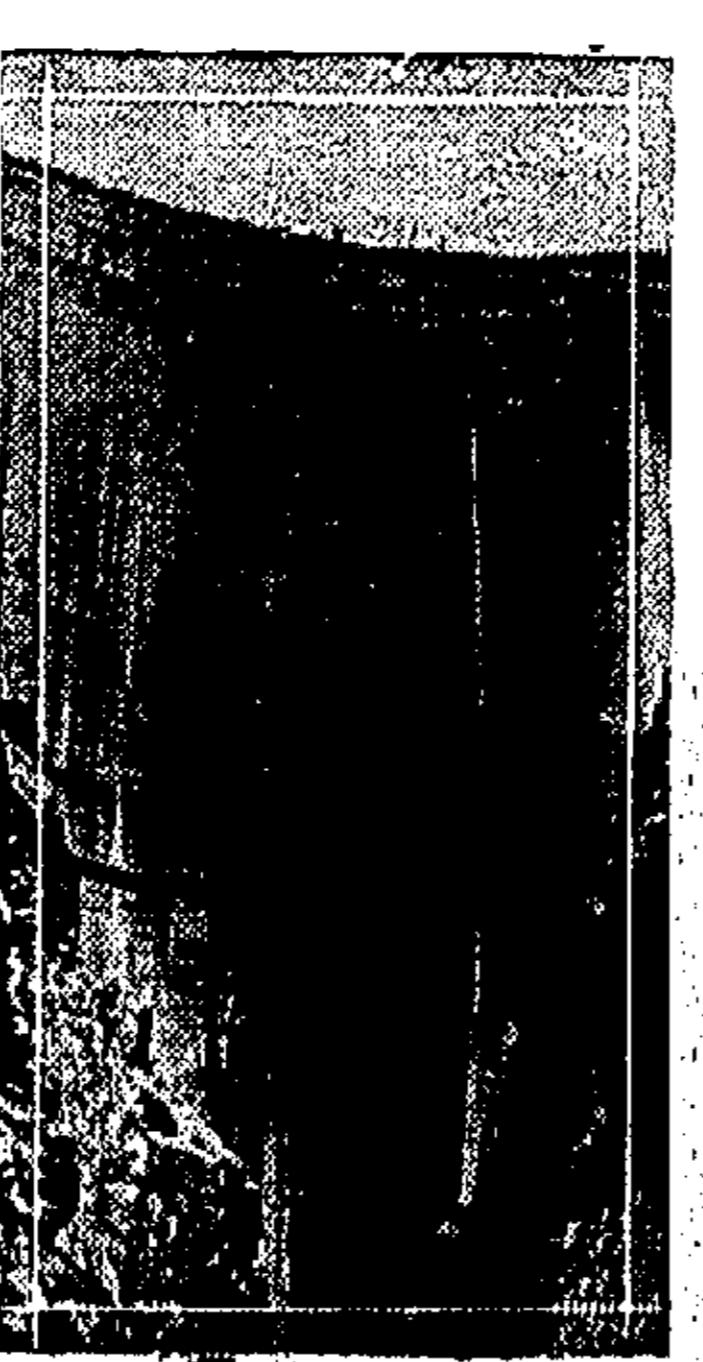
Spanish Royalty.—Queen Victoria of Spain (left) and her daughter, Princess Beatrice (centre) and Princess Christians after a few rounds of golf on private links near Madrid.



On Top of the World.—A striking view of the hundreds of peaks in the Bernese Oberland, Switzerland, with a mountain climber perched way up on the very top of the famous mountain Jungfrau—13,658 feet above the sea—a long swift slide for the mountaineer in the picture—if he slipped.



"Phantom Film"—Paavo Nurmi, one of the outstanding runners of track history, basking in the warm sun's rays in a solarium on top of a tall building.



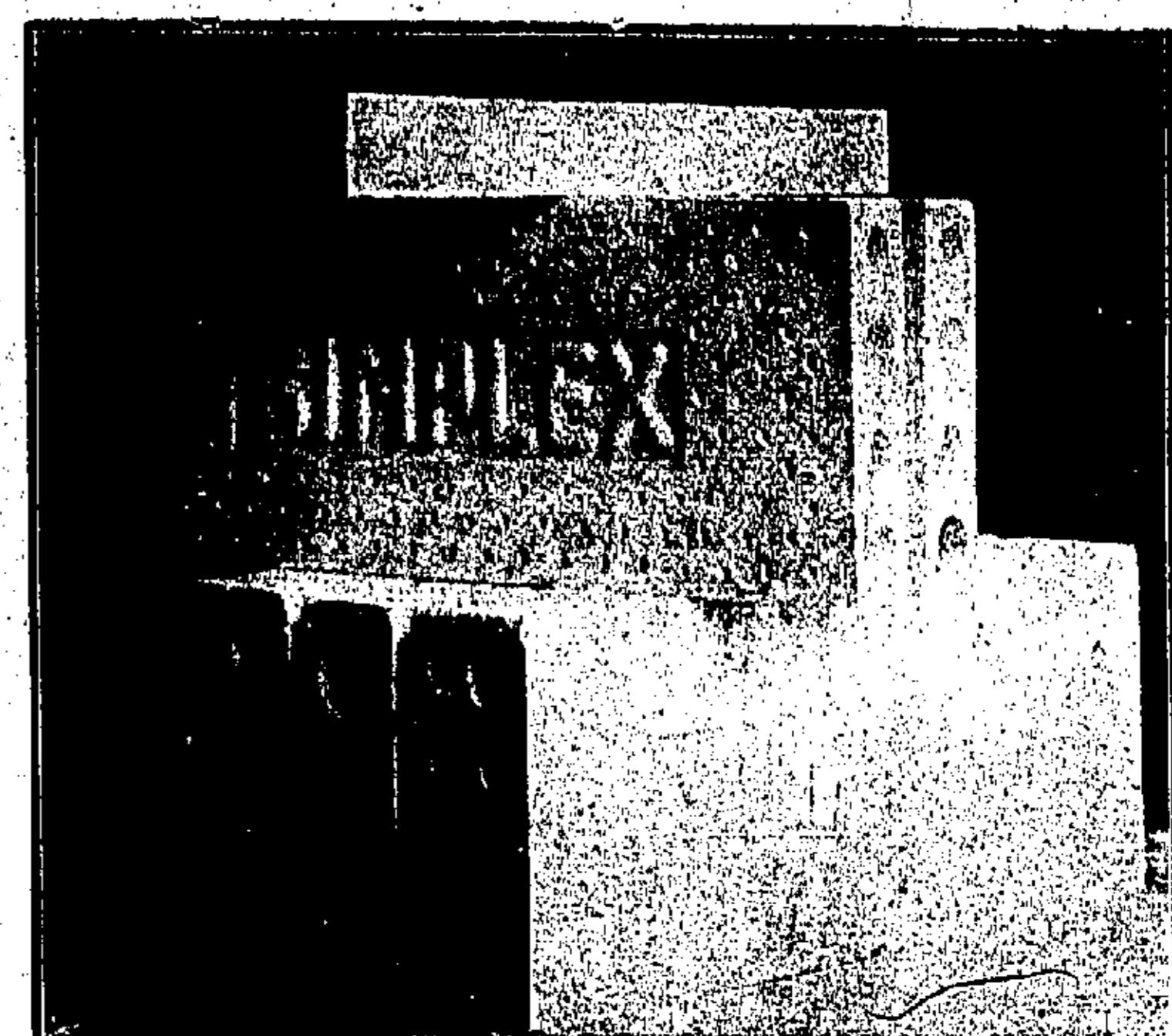
Highest Dam.—A striking view of the Pacolma Dam, which has just been completed at a cost of \$2,500,000. It was built by Los Angeles County as part of its water conservation program, and is the highest in the world—370 feet.



On Guard on Border.—Major-General William Lassiter (left), commander of the Eighth Corps Area at San Antonio, Texas, has full authority to dispose of his forces as he sees fit without consulting the War Department. The same applies to Major-General John L. Hines (right), in command of the Ninth Corps Area, with headquarters at San Francisco. All this is interesting in view of the lighting in border States on the Mexican side.

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D. B. S. SPEECH DAY

(Continued from Page 8.)

have failed in the Junior Examination for reasons which sometimes cannot be understood, it also retains boys who have a good general knowledge but have not the aptitude to pass external examinations. Out of the boys presented for the Matriculation Examination in 1928 four passed with honours, eight passed and three were awarded Senior Local Certificates.

Ten boys who matriculated joined the University in January 1929, this is a record number for any one year. We now have thirty-two Old Boys at the University.

In the Scholarships and Studentships awarded on the results of the Matriculation Examination of three of our boys were successful and their names have been added to our Scholarship Record Board which shows that the School has won no less than twenty-one University Scholarships and Studentships at the Hong Kong University since 1919, which was the first year in which such a Scholarship was won by the School, this is the more remarkable when we remember that in two of those ten years, 1920 and 1926, we won no Scholarships.

D. J. N. Anderson won one of the two King Edward VII Scholarships, worth \$400.00 a year for four years and open to all boys of British nationality.

S. A. Broadbridge and Wong Sui-shing were awarded Hong Kong Government Studentships, which are of the value of \$1,250.00 per annum for four years; the Studentships are open to all Boys and Girls Schools and the successful candidates agree to become school Teachers. Of the twelve boys who were selected by the Education Department for practical test four were from this School.

In the Junior Local Examination for Class 2 out of thirty candidates fourteen passed and gained nine distinctions. These results are not as good as usual and this is due to the fact that when we were forced to move to the Temporary Premises in 1926, we lost some of our best boys in Class 3 and the Class generally was somewhat disorganized by re-arrangement of Staff.

The names and details of successful candidates are as follows:

King Edward VII Scholarships: D. J. N. Anderson.

Hong Kong Government Education Studentships: S. A. Broadbridge and Wong Sui-shing.

Matriculation with Honours: D. J. N. Anderson, Distinction in English, Mathematics, Physics, Trigonometry and Mechanics; S. A. Broadbridge, Distinction in Geography and Trigonometry; A. T. Nomambhoy, Distinction in Physics and Trigonometry, Wong Sui-shing, Distinction in Trigonometry.

Matriculation Chou Hon-shu, Distinction in Trigonometry; A. S. A. Kyum, Distinction in Trigonometry; Lee Lai-kei, W. A. Thomson, Distinction in Trigonometry; Wan Kar-lam, Distinction in Trigonometry; Wee Chai-ting, Wee Chai-tee, M. M. Yabuahbhy.

Senior Local: Ma Chiu-chong, B. Wong, Wong Kit-hui.

Junior Local: Chan Tsan-sheung, W. Choi, Dew Boon-seng, Hung Chin-kin, Distinction in Arithmetic and Mathematics; Ip Pating, Kan Po-tuen, R. Lee, Distinction in Arithmetic; T. Naidu, Distinction in Mathematics; Pong Pun-pong, Tang Kam-wah, Distinction in Mathematics; H. A. Waller, Wong Kam-cheung, Distinction in Arithmetic; Wong On Yau, Distinction in Biblical Knowledge; Yew Liang-teow, Distinction in Arithmetic and Mathematics.

School Scholarships: The Ho Kom-tong, D. J. N. Anderson.

The Piercy, Hung Chiu-kin, Tang Kam-wah and Dew Boon-seng. The Chan Kai-ming and Arthur—Kan Po Chi and Wong Man-leung. The Bowditch. To be awarded in 1929.

Three Woo Hay Tong Scholarships will be awarded in 1929. We take this opportunity of thanking Mr. Woo Hay-tong for his generosity in giving \$360.00 per annum for Scholarships. These will be awarded for proficiency in Chinese, two to Chinese boys and one to a Non-Chinese boy.

Photographs

The Photographs of the following persons have recently been placed in the School. They will be added to later.

1. The Hon. Mr. W. W. Keswick 1869-1886

Hon. Treasurer of the School 1869-72, 1877-8, and 1883-86.

2. The Hon. Mr. J. J. Bell Irving 1886-1901

Hon. Treasurer 1886-88, 1894-98, 1900-1.

3. The Hon. Mr. J. J. Keswick 1888-1900.

Hon. Treasurer 1888-94, 1898-1900.

4. George Smith, First Bishop of Victoria 1849-1864.

Mr. Smith founded a Girls' School in 1860, prior to the foundation of the Boys' School in 1869.

5. Charles Richard Alfred, Second Bishop 1867-72.

6. John Shaw Burdon, Third Bishop 1874-97.

7. Joseph Charles Hoare, Fourth Bishop 1898-1906.

8. Gerard Health Lander, Fifth Bishop 1907-1920.

All Bishops have been chairman of the School Committee.

9. Mr. M. W. B. Arthur, Headmaster 1870-78.

10. Mr. and Mrs. George Piercy, Headmaster 1878-1918, Matron, 1879-1909.

11. The Rev. V. H. Copley Moyle 1912-27.

Hon. Secretary 1912-1924.

The School also has some very good sets of Pictures of Colleges and Schools in England.

MR. HORNELL ON EDUCATION

Mr. Hornell was then called upon to address the scholars, which he did in a most eloquent manner. He said:

"Plato in his Dialogue 'The Laws' wrote as follows:—"

"Of the officials enumerated above, there remains to be considered the chief director of the education of boys and girls. As by law appointed this must be a single official, at least 50 years old, the father of children lawfully begotten, children of both sex, if possible, but certainly of one or the other. Both the man appointed and those who appoint him must realize that this office is far the most important among the chief offices of the State. Because, whatever be the creature, be it plant or animal, tame or wild, its earliest growth makes a good start, this is the most important step towards the happy consummation of the excellence of which its nature is capable. On this account the lawgiver should see to it that education is not made of secondary importance, or annexed to other duties, but inasmuch as the right choice of the man who is to have charge of the children is bound to come first and foremost, he must do his very utmost to appoint and make Director that man who out of all in the State is in every respect the best."

I am not suggesting that I should be appointed to this all-important post on a salary at least equivalent to the munificent remuneration received by the Director of Education. I hasten to remind you that I do not satisfy Plato's conditions. I am 50 years of age, but a confirmed bachelor.

Philosophers' Problems

Education has always been a favourite problem with philosophers. Those who have wished to reform and re-organise the world, meeting with many difficulties in dealing with the mass of grown-up people, have almost invariably turned their eyes to the more hopeful body of ingenuous youth whose minds they have pictured as white paper or plant wax. If only the rising generation can be directed in the proper path, the regeneration of the human race will be a reality instead of a dream. When Aristotle asked himself "How shall we make our citizens good men?" he answered without a moment's hesitation "By education." To him, in fact, the fundamental problem of politics was education. "We would not" wrote Plato in his Republic, "have our citizens grow up amid images of moral deformity as in some noxious pasture and there browse and feed upon many a baneful shrub or flower, day by day, little by little, until they silently gather a festering mass of corruption in their own soul."

Plato died in 347 B.C., and Aristotle in 322 B.C. The splendour of ancient Greece passed away. The centuries went by and the amazing epoch of the Italian Renaissance was born. In 1446 one Vittorino da Feltre opened school at Mantua. We read of Vittorino that he made himself a beggar for the love of youth; receiving, feeding, clothing, and rearing side by side with the young princes as many of the brilliant poor as he could find means to support. We read also that his school at Mantua was called "La Gioiosa," or the House of Joy. How it was frescoed with playing children and lay in a pleasant garden, and how the life of the pupils was interwoven with the daily miracles of meadow and river, of little hills, and shady walks. How the school went a-pleasuring in the green places of Goito, and how all form of bodily exercise making for grace and dignified motion—riding, swimming, fencing—were inextricably a part of the course.

Where is Jerusalem?

Four hundred years pass; the scene changes. We are in the House of Commons at Westminster and Macaulay is describing the schoolmasters of the poor as he found them in England in the year of grace 1847:—

"How many of these men are now the refuse of other callings—despised servants or ruined tradesmen who can not do a sum of three; who would not be able to write a common letter; who do not know whether the Earth is a cube or a sphere and can not tell whether Jerusalem is in Asia or America; whom no gentleman would trust with the key of his collar and no tradesman would send with a message?"

(Continued on Page 16.)

In the course of the same debate, another speaker quoted a dame (these women played an important part in the English elementary educational system of those days) as having summed up the situation by saying "It's little they (the pupils) pay us and it's little we teach them." Dr. Bell, a prominent educationalist of those days, used to say that if you gave him 24 pupils to-day he would give you 24 teachers to-morrow.

We have, of course, changed all this, but in spite of all the interest which is taken in education, not only in Britain but also throughout the British Empire, we British are apt to feel a little doubtful about the whole business and though we are plodding on with the gloomy reflection that there can be no turning back, the scepticism which is in the air, has undoubtedly robbed us to some extent of enthusiasm. The life of a teacher does not now attract the British boy and girl as it did, and the cause of this is not by any means economic.

Imprisoned in External Present

You have here the makings of an excellent school, but I am not going to pretend that if only the school had more money, the boys of this school, or even the great majority of them, would necessarily, when they go out into the world, succeed as the world counts success. On the contrary, I am going to remind you that the greater part of the life of man is rigidly confined to the round of things which happen from hour to hour! that it is exposed to the beat of circumstances and that its stream of consciousness is channelled and directed by the events and environments of the moment. Man, in fact, is imprisoned in the external present. How is he to escape this prison? A breaking of the prison walls will leave him standing still in the prison. Yet! But it may be in a prison so enlarged and enfranchised that it becomes not a prison but a free world.

The scholar secures his freedom by keeping hold always of the treasures of the past so that in a present that may be angry and sordid he can call back memories of calm or of high passion. In a present which calls for resignation or courage he can call back the spirit with which brave men long ago faced the same evils; he draws out of the past high thoughts and great emotions; he draws also that strength that comes also from communion or brotherhood. And this communion is one of the realities of experience. The student as he realises it, feels himself one of a long line of torch-bearers. He attains that which is the most compelling desire of almost every human being—a work in life which is worth living for and which is not cut short by death.

The Past Does Not Enslave

"But surely," you will object, "our business is with the future and the present, not with the past. If there is any progress in the world, any hope for struggling humanity, does it not lie precisely in shaking off the chains of the past and in looking steadily forward?" Yes! but the chains of the mind are only broken by understanding and in so far as men are unduly enslaved by the past, it is by understanding that past that they may hope to be free. And it is not the past which enslaves; it is always the present. In any age there are always fragments of the uncomprehended past floating like dead things, pretending to be alive. A man who is the slave of theories must get outside them and see facts; a man who is a slave to his own desires or prejudices must widen the range of his experience and emotion. But the thing that enslaves us most, narrows the range of our thoughts, cramps our capacities and lowers our standards, is the mere present. The present that is all around us, accepted and taken for granted, as we are in Hong Kong accept the fire crackers of the Chinese New Year. The material present, the thing which is omnipotent for us, is the great jailer and imprisoner of men's minds, and the only escape from him lies in the contemplation of the not-present. Of the future? Yes! but you can only make conjectures about it, and the conjectures will not be much use unless you have in some way studied other places and other ages.

Progress is a real fact, but it is never a straight forward march; it is never a result which happens of its own accord. It is only a name for the mass of accumulated human effort, successful here, baffled there, mis-directed and driven astray, but on the whole and in the main producing some cumulative result.

Proclaim Faith of Educated Man

My message then to-day is to proclaim the faith of the really educated man. He may be a man of letters; he may be a scientist; he may be a teacher; he may be a lawyer; or an official; or even the head of a poverty stricken University. It is the faith which is in him that matters. It is this faith which gives him an escape from the noisy present into the region of facts which are as they are and not as foolish human beings want them to be; an escape from the commonness

NEW ADVERTISEMENTS

HONG KONG GENERAL CHAMBER OF COMMERCE.

GENERAL MEETING OF MEMBERS will be held on FRIDAY, the 19th APRIL, 1929, at 4.45 p.m. in the OFFICES OF the CHAMBER OF COMMERCE, to nominate a Member of the Chamber for appointment to the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Notice in writing of the Names of Candidates and their proposers and seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the Meeting.

By Order,
M. F. KEY,
Secretary.

Hong Kong, 12th April, 1929.

FANLING HUNT STEEPECHASES SUNDAY, 21st April,

G. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui Po, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.		Contents.	Square Feet.	Square Yards.	Square Metres.	Acre.	Square Miles.	Square Kilometres.
			N.	S.							
1	1	Shamshui Po, Inland, Lot No. 1, 1928, Junction of Ap Lei Chau Street and Shek Kip Mei Street, Shamshui Po, Hong Kong.	As per sale plan.		1,760	31	31	11,884	11.884	0.015	0.015

O. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.		Contents.	Square Feet.	Square Yards.	Square Metres.	Acre.	Square Miles.	Square Kilometres.
			N.	S.							
2	2	Wong Nei Chung, Inland, Lot No. 2, 1928.	As per sale plan.		3,830	68	68	13,200	13.200	0.025	0.025

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20
To-day and To-morrow—"Plastered in Paris," a hilarious comedy of the French Foreign Legion. Featuring Sammy Cohen and Marion Byron.

Tuesday and Wednesday.—"The Lovelorn," an unusual picture which treats the love theme from a new angle. Starring Sally O'Neill, Molly Day and Larry Kent.

Thursday to Saturday.—Ronald Colman in "The Rescue," a magnificent screen version of Joseph Conrad's famous story of adventure in the Java Seas.

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

Final Showings To-day (at 2.30, 6.30 and 9.20). "Cecil B. De Mille's superb dramatic production, "The King of Kings." To-morrow and Tuesday (5.15 and 9.20). "The Danger Girl," with Priscilla Dean, (2.30 and 7.15, Chinese Picture, "The Scarlet Maid").

Wednesday and Thursday (5.15 and 9.20).—"Sally of the Sawdust," with W. C. Fields, (2.30 and 7.15, Chinese Picture, "The Scarlet Maid").

Friday and Saturday (All Shows).—"Under The Black Eagle," a thrilling story of the dog of War. Starring Ralph Forbes and Marceline Day.

STAR THEATRE

At 5.30 and 9.15 p.m.

Matinees Every Saturday and Sunday at 2.30 p.m.

Final Showings To-day at 2.30 and 5.30.—"Circus Rookies" and Charlie Chaplin's splendid comedy, "A Dog's Life." To-night at 9.15. The English Comedy Company present Edgar Wallace's greatest thriller, "The Ringer."

To-morrow and Tuesday at 5.30 only. Lillian Gish in "The Enemy"; A thrilling tale of love and war. At 9.15. The English Comedy Company present "Thark."

Wednesday and Thursday at 5.30 only. Lon Chaney in "London After Midnight." Wednesday at 9.15. The English Comedy Co. in "The Best People." Thursday at 9.15. The English Comedy Co. in "The Fanatics."

Friday at 5.30 only. Reginald Denny in "Good Morning, Judge." At 9.15. The English Comedy Co. in "Rookery Nook." Saturday at 2.30 and 5.30. Reginald Denny in "Good Morning, Judge." At 9.15. The English Comedy Co. present "Other Men's Wives."

Allan Forrest kissed Sally O'Neill 327 times during the filming of the Cosmopolitan production, "The Lovelorn." Not that 327 kisses will be shown on the screen, however, although there are several kissing scenes. Most of the kisses were necessitated by "retakes" ordered by Director John P. McCarthy.

THE LOVELORN

A Picture of Unusual Appeal

EXCELLENT STORY

Love and its trials and tribulations has been presented on the screen in so many different guises that the telling of something new on the subject would seem an impossibility, yet something entirely new is promised in the feature attraction at the Queen's on Tuesday and Wednesday.

The innovation is "The Lovelorn," a Cosmopolitan production featuring Sally O'Neill, and it is an almost perfect example of good story, good acting and good directing, a combination which usually is scarce.

Beatrice Fairfax, the author who for fifteen years has conducted "Advice to the Lovelorn" columns in many different newspapers, has selected, she says, the most human and entertaining story of love and romance she has encountered during her newspaper career for this her first screen venture.

Sally O'Neill is true to the promise of "Becky" and her earlier pictures; that she would some day bring a new and lifelike personality to a screen characterization. Her George of "The Lovelorn" will be loved and remembered by many.

She and her sister, Molly O'Day, who by the way play sisters in real life as well as on the screen, should continue to be featured together—they are the best sister team of the season.

Larry Kent, Allan Forrest, Charles Delaney, James Murray and George Cooper furnish support that is worthy of the story and the excellent direction of John P. McCarthy.

The peculiar appeal of "The Lovelorn" may be credited to its reality. Every girl who views the production can see a bit of her own life as the heroine and every man and woman can look back over their own life and see incidents such as are portrayed for them on the screen. It is a picture of heart appeal that is as rare as the acting ability displayed by the players.

ENGLISH COMEDY CO.

Edgar Wallace's Great Thriller To-night

To-night at 9.15 in the Star Theatre, The English Comedy Company will present Edgar Wallace's startling play "The Ringer." The Company of fourteen West End London artists were specially rehearsed in London by the Aldwych Theatre Producer and Stage Manager in order that it may be presented as near the Aldwych manner as possible.

Their repertoire also includes the other two Aldwych Theatre successes, "Thark" and "Rookery Nook," "The Fanatics," "Other Men's Wives," "Diversion," "The Best People," "Two White Arms," "The Terror" and "The Joker."

Included in the cast, is Kathleen Vaughan, who played Peter Pan throughout England and Scotland, and besides being one of the most charming ingenues on the English stage is also known as England's youngest film star, having appeared in the leading roles in "The Prince and The Beggar Maid," "Corinthian Jack" and "Hornet's Nest." She was a film star at the early age of fifteen.

The Cinema Page

THE KING OF KINGS

Final Showings To-day At World

"In attempting to appraise "The King of Kings," writes a well known critic, all methods of comparison are of necessity discarded. It stands by itself as the greatest sermon of all time. The theatre and theatricals are forgotten, as before the eyes 1900-years-old story is told again as no power of tongue or pen could ever present it.

The appeal of this picture is not of

SAMMY COHEN

Popular Comedian in Hilarious Comedy

TO-DAY AT QUEEN'S

"Plastered in Paris," the Fox comedy featuring Sammy Cohen, is one of the funniest seen here this season. It is now being shown at the Queen's Theatre, where it will remain until tomorrow.

Cohen, remembered as the amusing little Hebrew doughboy of

STAR THEATRE

"Circus Rookies" and "A Dog's Life"

One of screendom's most famous comedy teams, Karl Dane and George K. Arthur, will appear before his public in new light when "The Rescue" comes to the Queen's Theatre on Thursday. The hero of "Beau Geste" and "Two Lovers" now has a role of the sea in a desperate intrigue among the natives of the Malay archipelago. Herbert Brenon, the same director who made Colman in "Beau Geste" wield the megaphone for this United Artists picture, and Lily Damita, Samuel Goldwyn's new French girl, plays opposite Colman as the beautiful Mrs. Travers.

There is every opportunity for beauty of setting and matchless drama in the plot of "The Rescue." In the midst of Captain Tom Lingard's lawless affair of honour involving the throne of a Malayan prince, plundered an English yacht, fatefully stranded in the midst of what was to be the dark theatre of war. Of the three passengers, only the owner's wife understood the situation—and Lingard. On him fell the decision—to save their lives and ruin his enterprise—or let the natives have their way with them and fulfill his debt to the Malayan Prince.

PRISCILLA DEAN

"The Danger Girl" for World

Bright, vivacious Priscilla Dean scores another big hit in "The Danger Girl," which will be shown to-morrow and Tuesday at 5.15 and 9.20 in the World Theatre. Miss Dean, in this delightful mystery photoplay, is first seen as a bride who travels over house-tops at night and finds refuge in the apartment of two bachelor brothers, one of whom, of course, falls in love with her.

From the very start, the action proceeds rapidly to a sensational finish. The story deals with the plot of a band of thieves to steal a fortune in gems and while for a time it would seem that Marie Duquesne, the character portrayed by Miss Dean, was in league with the robbers, the finale reveals contrary state of affairs. At any rate, the picture is filled with thrills that are warranted to hold the interest of the most blasé movie fan.

"THE RESCUE" VIES FOR COSMOPOLITAN HONOURS

Written by a Pole (Joseph Conrad), directed by an Irishman (Herbert Brenon); starred in by an Englishman (Ronald Colman); with the feminine lead taken by Lily Damita, French; and with supporting parts filled by Bernard Siegel, German; Duke Kahanamoku, Hawaiian; Sojin, Japanese; Laska Winters, Spanish; and Harry Cording, Australian. Samuel Goldwyn's "The Rescue" seems to be an adequate candidate for the role of screen history's most cosmopolitan picture. It comes to the Queen's theatre on Thursday.

"THE ENEMY"

Lillian Gish in a Striking Role

Lillian Gish, the wistful heroine of many noteworthy films, is the featured player in "The Enemy," which will be shown on Monday and Tuesday at 5.30 p.m. in the Star Theatre. The new picture is a story of Austria during and after the war, in which Miss Gish plays the daughter of a university professor, who sees her family torn apart by war hatreds and the hysteria of battle times. The play, on the stage, was hailed as one of the drama's greatest contributions to the cause of international understanding. Miss Gish and Ralph Forbes head a notable cast that includes George Fawcett, Frank Currier, Ralph Emerson, Karl Dane, Polly Moran, Fritzi Ridgeway, John Peters, Billy Kent Schaefer and others of note. Fred Nibley, who directed "The Enemy," also directed the famous picture "Ben Hur."

THRILLING DOG FILM

New Canine Star in Fascinating Romance

While basically a starring vehicle for a very remarkable dog, "Under the Black Eagle," which may be seen on Friday or Saturday next at the World Theatre, contains one of the tenderest and yet most thrilling dramas that has come to the screen in many a month.

That Ralph Forbes and Marceline Day play their roles in a most convincing manner is nothing new for players of their standing because they have often proved their ability in other motion pictures. The really remarkable thing about this production is the fine acting of Flash, a new screen star recently secured by Metro-Goldwyn-Mayer and who is to be starred in a number of film productions.

The dog is much more beautiful than any other canine yet seen on the screen and goes through his role with almost human intelligence. If there is such a thing as a dog having "it," or "screen personality," Flash has both to the extent that he dominates every scene in which he appears.

The principal romantic roles are played by Ralph Forbes and Marceline Day, while the supporting cast contains such screen notables as Bert Roach, Marc MacDermott, William Fairbanks and others.

"GOOD MORNING, JUDGE"

Denny's Splendid Comedy for the Star

Reginald Denny, Universal's popular comedy star, tops all his former successful performances in "Good Morning, Judge," the swiftest moving and most entertaining picture of his career, which opens at the Star Theatre on Friday next.

Denny, filmdom's best-known farceur, has a role that fits him perfectly. He is Freddie Grey, young and wealthy, who falls in love with the owner of a mission for reformed criminals. Mary Nolan, the American girl who started for three years in German films, plays opposite Denny. Miss Nolan's blonde beauty has already carried her a long way in filmdom and even now she has become one of the most sought-after actresses on the screen.

BETTER THAN "WHY SAILORS GO WRONG!"



AT THE QUEEN'S TO-DAY & TO-MORROW At 2.30, 5.10, 7.15 & 9.20.

church and the cathedral. Yet with all, it is never tiresome as a preachment nor does it smack of creeds that might offend those overzealous in a particular religion. It reflects the greatest credit on the cast of stars and prominent players and is positively De Mille's most notable achievement from a production standpoint. No really big picture ever made has aroused so much conflict of opinion among those who usually believe they know, nor has there ever been so much indecision among these same persons when an expression of opinion is requested."

The picture is being shown for the last time to-day in the World Theatre at 2.30, 6.30 and 9.20 p.m.

THRILLING ADVENTURE!



Jules Cowles, well-known character actor, who played the part of the beadle in "The Scarlet Letter," plays Dinty Moore in "Bringing Up Father," Cosmopolitan's adaptation of the George McManus comic cartoons, coming soon to the Queen's Theatre.

Movie Correspondence

"C.J.B."—Ramon Novarro is a Mexican by birth and originally planned an operatic career. For some time he appeared in Vaudeville, and soon attracted the attention of screen producers. His most famous films are "The Prisoner of Zenda" and "Ben Hur."

"Q" John Gilbert's big production, "The Cossacks," is scheduled for an early showing in Hong Kong. The opening date will shortly be announced. "Young Aspirant."—(a) William Haines is 28 years of age. He is not married. Address: c/o M.G.M. Studios, Culver City, California.

(b) Probably before the end of the year.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

(the result of being shell-shocked) and a cute little French girl that he had left behind. Jack Pennick plays the buddy and gets every bit of humour possible out of his role.

Prominent parts are also well taken by Lola Salvini, Ivan Linow, Albert Conti and Marlon Byron. "Plastered in Paris" is ideal screen fare for those who wish to scare away the blues. Don't miss it.

Lon Chaney's weird "make-up" box is a feature of "London After Midnight."

"Under The Black Eagle" serves as an introduction of "Flash," a new dog star.

"THE RESCUE"

Screen Version of Joseph Conrad Novel

STARRING RONALD COLMAN

Using Joseph Conrad's masterpiece, "The Rescue," as the vehicle for his first appearance as an individual star for Samuel Goldwyn, Ronald Colman will appear before his public in new light when "The Rescue" comes to the Queen's Theatre on Thursday.

The hero of "Beau Geste" and "Two Lovers" now has a role of the sea in a desperate intrigue among the natives of the Malay archipelago.

Herbert Brenon, the same director who made Colman in "Beau Geste" wield the megaphone for this United Artists picture, and Lily Damita, Samuel Goldwyn's new French girl, plays opposite Colman as the beautiful Mrs. Travers.

There is every opportunity for beauty of setting and matchless drama in the plot of "The Rescue."

In the midst of Captain Tom Lingard's lawless affair of honour involving the throne of a Malayan prince, plundered an English yacht, fatefully stranded in the midst of what was to be the dark theatre of war.

Of the three passengers, only the owner's wife understood the situation—and Lingard.

On him fell the decision—to save their lives and ruin his enterprise—or let the natives have their way with them and fulfill his debt to the Malayan Prince.

PRISCILLA DEAN

"The Danger Girl" for World

Bright, vivacious Priscilla Dean scores another big hit in "The Danger Girl," which will be shown to-morrow and Tuesday at 5.15 and 9.20 in the World Theatre. Miss Dean, in this delightful mystery photoplay, is first seen as a bride who travels over house-tops at night and finds refuge in the apartment of two bachelor brothers, one of whom, of course, falls in love with her.

From the very start, the action proceeds rapidly to a sensational finish. The story deals with the plot of a band of thieves to steal a fortune in gems and while for a time it would seem that Marie Duquesne, the character portrayed by Miss Dean, was in league with the robbers, the finale reveals contrary state of affairs.

At any rate, the picture is filled with thrills that are warranted to hold the interest of the most blasé movie fan.

"THE RESCUE" VIES FOR COSMOPOLITAN HONOURS

Written by a Pole (Joseph Conrad), directed by an Irishman (Herbert Brenon); starred in by an Englishman (Ronald Colman); with the feminine lead taken by Lily Damita, French; and with supporting parts filled by Bernard Siegel, German; Duke Kahanamoku, Hawaiian; Sojin, Japanese; Laska Winters, Spanish; and Harry Cording, Australian. Samuel Goldwyn's "The Rescue" seems to be an adequate candidate for the role of screen history's most cosmopolitan picture. It comes to the Queen's theatre on Thursday.

A PRODUCTION WORTHY OF ITS SUBJECT!

CECIL B. DE MILLE'S

SUPERB DRAMATIC PICTURE

The

King

of

Rings

A FILM THAT WILL LIVE FOR EVER IN THE MEMORY OF ALL WHO SEE IT!

AT THE WORLD

FINAL SHOWINGS TO-DAY.



THE LIFE OF CHRIST

Stage Productions in Japan

The following discussion of an interesting stage production in Tokyo was written for the "Japan Advertiser" by Frank H. Hedges, a frequent contributor to "Japan" and a well-known newspaper man of the Far East.

During this short Christmas season Sojiro Sawada, better known as Sawasho, is again presenting the intensely interesting drama by Mr. Kuroyuki Sato dealing with the closing months of the life of Christ. The play received its premier just a year ago at the Hongo-za, where it met with poor houses. It was taken to Osaka and was very successful. The Imperial Theatre is crowded at this presentation and, unlike the audiences which Sawasho ordinarily draws, the audience is composed of mature men and women rather than students.

If there be any question in the mind of this reader as to the propriety of attending this presentation of the Christ as seen by a Japanese dramatist it is unjustified. The play is not biblically accurate in all its details, as its author acknowledges, but his approach of the subject is a reverent and respectful one.

It is, in fact, a unique opportunity for the Christian to obtain a non-prejudiced viewpoint. It is inevitable that the man born and reared in the Christian faith can not approach the life of Christ without preconceived notions and a reverence or the reverse which must partially blind his judgment. Mr. Sato was at one time a communicant of a Christian church.

He conceives the Christ as a manly man. In fact, he was inspired to write this drama after he had witnessed the Passion Play by the Oberammergau villagers.

The play was criticized in some detail a year ago and it is not necessary to repeat that criticism now. It is unfortunate that for this play, which is of such unusual interest to foreigners, no synopsis in English is furnished. A prologue and epilogue of the three Wise Men has been eliminated, and the concluding scene, which originally showed Mary at the tomb of the risen Christ, has been substituted by a symbolical vision of Christ after the crucifixion. The changes made are all for the better. Familiar hymns are used as incidental music, and an excellent effect has been obtained by the rising and lowering of the curtain while both stage and auditorium are in complete darkness.

Welcomed Home



The Salvation Army turned out in force in New York City to welcome General Evangeline Booth upon her return from London aboard the "Berengaria." She is shown here standing between Colonel Walter Jenkins (left) and Commissioner Richard E. Holz (right). Miss Booth attended important army conferences at which her father was virtually deposed from international leadership of the organisation.



THE MOST JUSTE

Lord Methuen, the veteran field-marshall, always had the most rooted objection to being photographed. During the South African War, before that unfortunate incident in which he lost a leg and was made captive by the Boers, his lordship one early morning was encountered by Mr. Bennett Burleigh. The famous war correspondent had a camera slung over his shoulder, and proceeded to improve the shining hour by taking a snap-shot of the distinguished soldier. Now Lord Methuen had the reputation of commanding the most volatile vocabulary of any Brass Hat even in the British Army, which has always made a big tradition of "swearing horribly." The general, as he then was, let himself go in superb style at the war correspondent, but Burleigh was an old campaigner. All he said was, "So sorry, general; if I'd known I was meeting you, I'd have brought a phonograph along instead!"

An Old Timer

It was in keeping that General Sir John Maxwell, an Old Soldier of the Old School, should die at 70 of a chill caught at the Capetown races. His Army nickname was "Conkey," which hints a certain nasal resemblance to the Iron Duke, and his military tradition was Black Watch. He joined the scarlet hussars as subaltern, and in 1914 was their Colonel. But Egypt was his real campaigning arena. From Tel-el-Kebir to Omdurman, he was through it all,

and in command on the Canal bank when the Turks made their hair-brained attack in February 1915. When Kitchener saw his dispositions later, he asked Maxwell whether he was defending the Canal or the Canal was defending him. The Turks were repulsed out of hand, but their retreat was allowed to be a walk-over instead of rout.

Afghan Melodrama

It is characteristic of the King that his first official action off his own bat on being convalescent was a message congratulating the R.A.F. on its Kabul achievements. That our sky-blue pilots have succeeded in rescuing all the people in the Afghan capital's foreign Embassies, despite the worst imaginable conditions and without a single mishap, is a great triumph of daring efficiency, and constitutes in fact an epic performance which might make the fortune of any popular melodrama. The airmen had a good jumping-off ground at Peshawar, but had to navigate the formidable Hindu Kooch range at over 10,000 feet up. It may help to reconcile House of Commons critics to increased Air estimates that the R.A.F. has thus, by playing knight-errant to distressed foreigners, helped to cement good feeling all round.

A Smoke Barrage

Really well-informed people are puzzled about the true prospects of Mr. Churchill's much-debated general election Budget. The gloomiest expert forecasts are very prevalent. One impartial but ex-

ceptionally well-informed authority says that but for the looming general election, so far from taking anything off income tax, Mr. Churchill would certainly have had to add another sixpence to it. That would, of course, in the electoral circumstances, be nothing short of hari-kari by the Government. Against these gloomy anticipations must be set the well-known fact that nothing is worse policy than to allow popular expectation to run riot in advance. Mr. Churchill is far too shrewd a strategist to incur that handicap. He may be spreading a smoke barrage of gloom to camouflage his masterpiece of financial audacity. His supporters hope so.

Sympathy and a Grievance

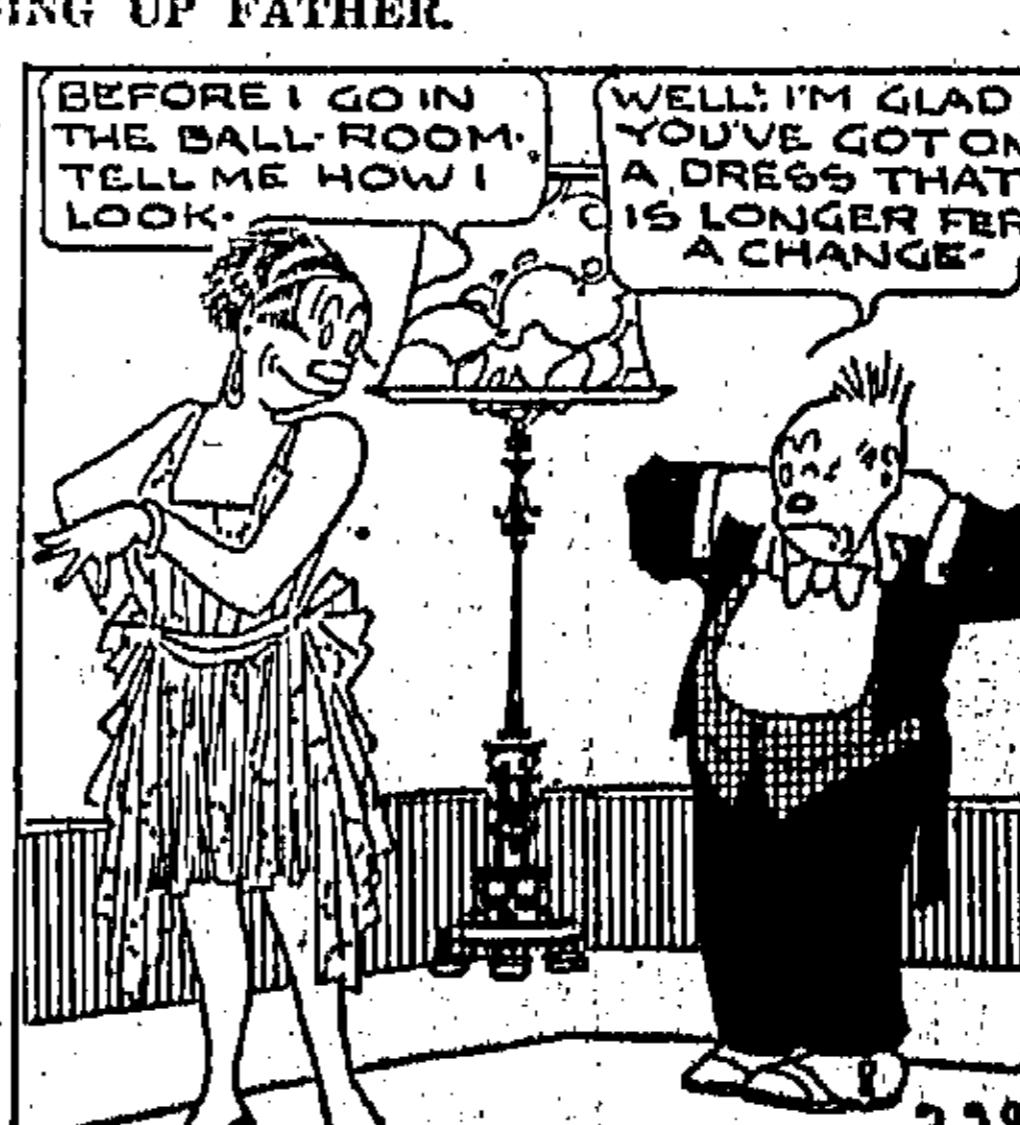
We are not sure all the Labour M.P.s quite realise how London regards the unemployed miners. If they did, those with London seats might adopt a slightly different tone. That the well-to-do London suburbs sympathise keenly with the workless miners, and approve all efforts to find

them jobs, is certain. But equally it is a fact that, in the poorer quarters, considerable ill-feeling exists on this subject. In London there are great numbers of unemployed people; as anyone may see by the pathetic queues that form up whenever extra hands

are being taken on to clear away snow from the streets. And that workday London holds strongly that what work is going in London should be given to London's unemployed. The miners engaged on ditching in the parks are a subject of real grievance to many.



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A CHAIR

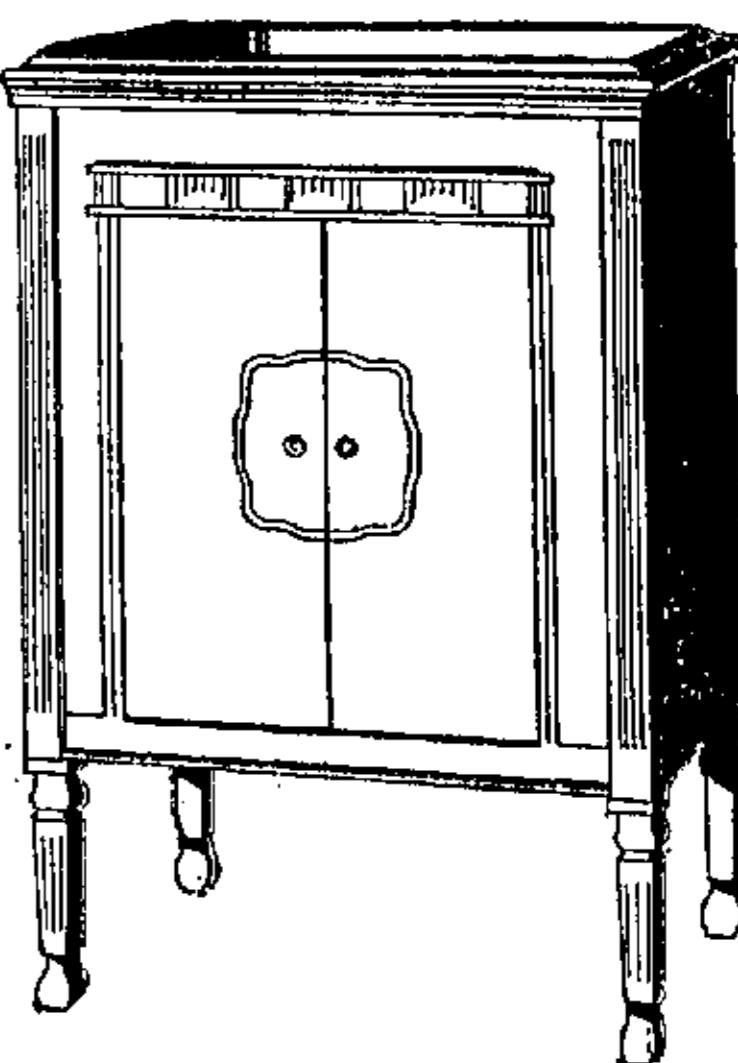
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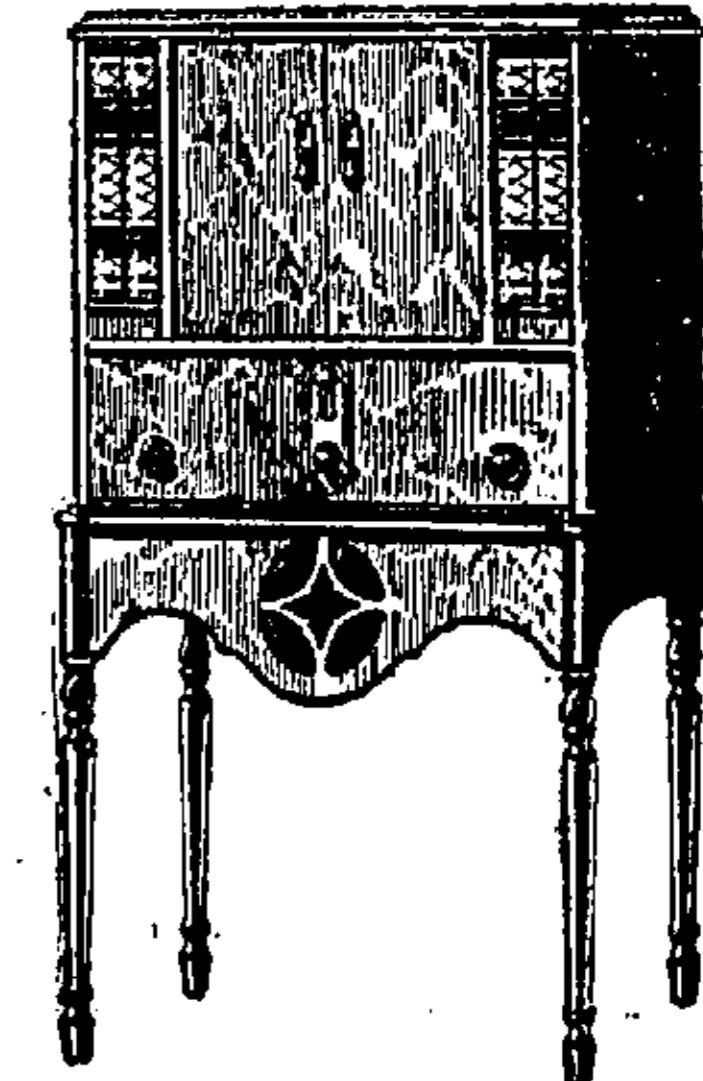
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Victrola with all-electric new Radiola. Antenna-plate brings nearby broadcasts without aerial.

BATHING BEACHES
Open to General Public on May 1

Four bathing beaches for use of the general public will be opened by

the Government on May 1, the charges per person for admission being:

Tai Wan Bay, Kowloon: 10 cents.
North Point, adjoining the Royal Hong Kong Yacht Club: 10 cents.
Kennedy Town: 5 cents.
Repulse Bay: 20 cents.

BRINGING UP FATHER

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228

MOTORISTS! THIS IS YOUR PAGE

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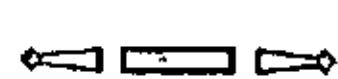
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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
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Batteries,
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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Contracts for Motor Tonnage

During the course of February, according to "The Motor Ship," orders were placed for 34 motor ships totalling 180,000 tons gross, of which 12 (of 60,000 tons gross) are to be built in Britain. They include 15 cargo liners designed to maintain 14 knots or 15 knots at sea, thus illustrating the tendency to raise the speed of freight-carrying ships. Included among the orders mentioned are four Diesel-engined trawlers which will be constructed in Britain and which are believed to be the largest fishing vessels of the type yet built. It is recorded that among those who ordered motor ships last month are four firms, owning between them oil-engined ships of three-quarters of a million tons deadweight, and they have now contracted for a score of motor vessels which will add over 200,000 tons deadweight to their fleet.

New Records

Studebaker has been awarded additional records by the International Association of Recognized Automobile Clubs, Paris. These records were won by a fully equipped stock model President Eight during its recent run of 30,000 miles in 26,326 minutes and in a 24 hour run. Studebaker's President Eight now holds a total of 34 of the highest speed and endurance records approved by the I.A.R.A.C. Even more remarkable is that the 11 world records awarded are for any class of car. Thus regular production Studebaker out-speed and outlasted the records of the world's Grand Prix racing models, stripped to the chassis! The President also holds 115 official American records for speed and endurance. The new world champion President Eight has many basic improvements that make it still greater, still more desirable.

Workers' Sun Test

The sun's effect on the health of workers is to be tested in novel fashion at large new commercial offices which have been built alongside the main entrance of Fort Dunlop, near Birmingham. All the windows on the first floor have been glazed with vitaglass to admit the sun's ultra-violet rays, which are cut off by ordinary glass. Careful records are to be kept of the health of the workers on this floor and compared with similar statistics taken of the workers on the other three floors. A similar experiment carried out in Lancashire showed that there was much less absenteeism amongst those employed in a shop reached by the health-giving rays than amongst other groups working behind ordinary windows in the same factory. Should the sun worker at Fort Dunlop show any such gains, every window in the great new building is to be glazed to admit the ultra-violet rays.

Woman's Car Signal Device

Among the 150 inventors who demonstrated anti-dazzle and automatic car signalling devices in Richmond Park under the auspices of the Royal Automobile Club was a modest-looking little woman in spectacles. Her signalling apparatus was home-made and it was fitted to a cheap family car. The woman inventor was Miss E. Long of Guildford, Surrey, and she looked very proud when officials from the Ministry of Transport and the police examined her device. It consisted of an automatic hand which can be moved into position from the driver's seat without opening the window of a saloon car and was illuminated for night driving. Ministry of Transport officials attended the demonstration in view of the possibility of issuing regulations to make the position of automatic signalling on motor-cars uniform.

Swedish Prince's Choice

Prince Carl of Sweden is one of the latest converts to the sport of motor-cycling. Although several Swedish machines are made, Prince Carl rides a British Ariel, of which he has just taken delivery. He rides both solo and with a sidecar, but prefers the solo machines, since there is more thrill to be had from two wheels.

associations organize, from time to time, social and sports meetings, excursions and outings, for the amusement and instruction of themselves and their relatives and friends. A fraternal spirit is cultivated, and the members feel that wherever they may be travelling, and whatever difficulties they may encounter on the road, they are never alone but always have at their disposal the help and assistance of other owners of Fiat cars.

• * * * * placed on the main roads in and out of London. This means that a ring may be placed in a few moments around the metropolis, each unit being in wireless communication with Scotland Yard. Wireless communications have supplemented the system of Police telephones, fifteen hundred of which were originally visualised in Lord Byng's plans.

• * * * * trials that if machines are too rowdy they may be disqualified. But I do not remember an occasion on which judges have taken this strong action. This being so, one can only presume that the rule is "eye-wash." Now that silence is at last receiving due consideration it would be an excellent thing if club secretaries included special awards for this excellent quality in all events.

British Cycles Score Success

British motor-cycles scored sweeping successes in the recent South African I.T. In addition to a Kudge-Whitworth winning the senior class, Velocettes acquired the junior and the unlimited events. In the smallest category also three James motor-cycles finished first, second, and third. These were fitted with Villiers super-sports engines, and, despite the small cubic capacity, the winner averaged 48.4 m.p.h. over an exceptionally severe course. The reliability of these small machines is demonstrated by the fact that there were only 20 secs. between the first two men home, while the third was only 6 mins. behind.

• * * * *

Silence Encouraged in Trials

In the London-Gloucester-London trial a Matchless machine carried off the special Silver Cup for the most silent solo. There are few trials in which silence is seriously taken into consideration. True, there is a general rule in most

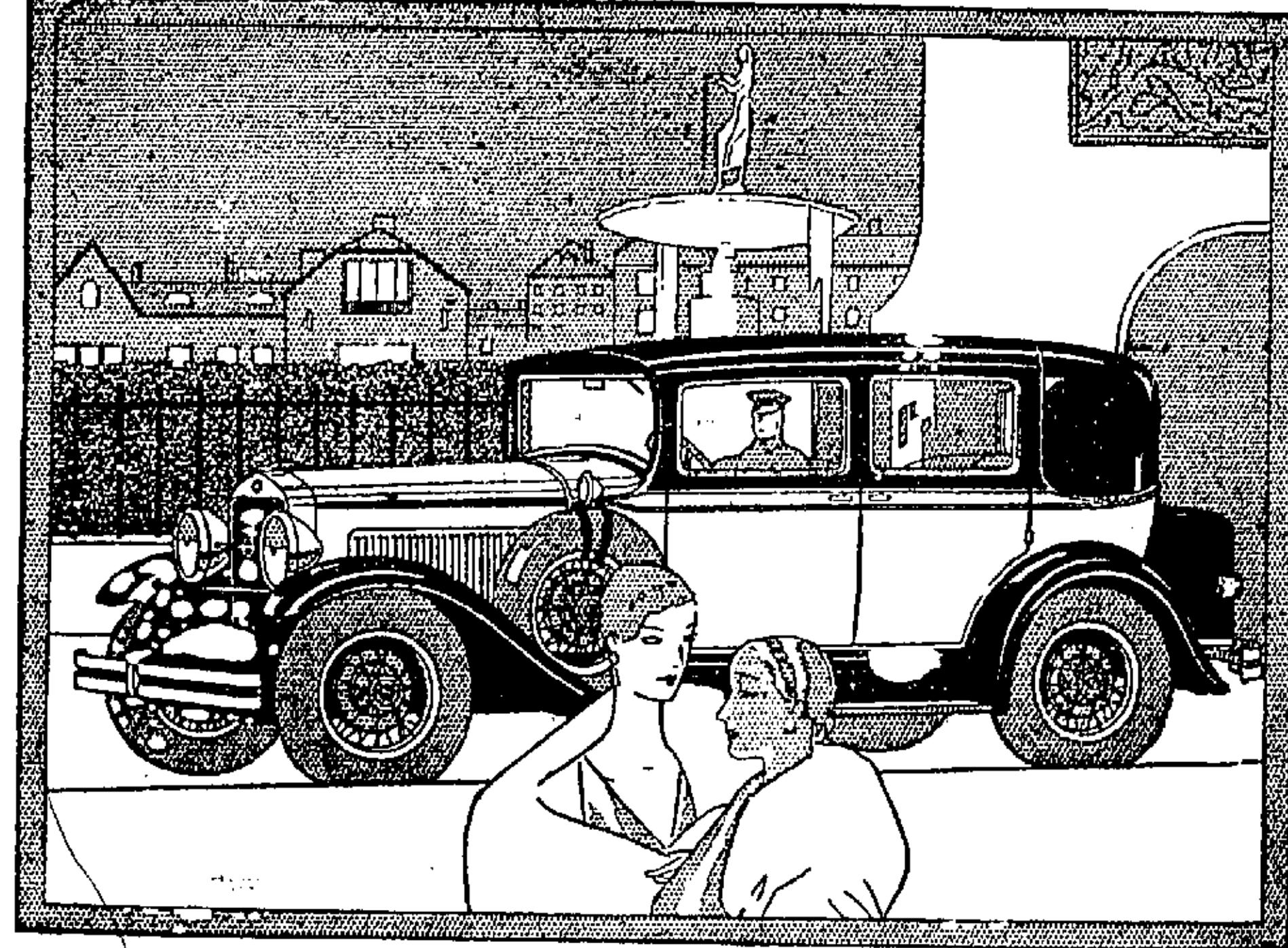
Signals to Warn Motorists

Thirty-four level-crossing gates on railway tracks in Normandy are to be abolished at once. The level-crossing keepers will be replaced by automatic signals. In the daytime these will consist of a red St. Andrew's cross on a white ground, and at night of an intermittent yellow light which will indicate the approach to a level-crossing. Three hundred yards from the level-crossing a luminous sign representing a locomotive will show at night that a train is approaching and warn the motorist to exercise great care.

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STUDEBAKER'S NEW COMMANDER EIGHT BROUHAM — Six wire wheels and touring trunk standard equipment. Non-shatterable safety-glass windscreen.

THIS great new Studebaker Commander Eight offers you everything you enjoy in motoring. The beauty of low, graceful curved lines . . . glistening chromium plating and distinctive new colour combinations that mark tomorrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

Studebaker's Four Lines

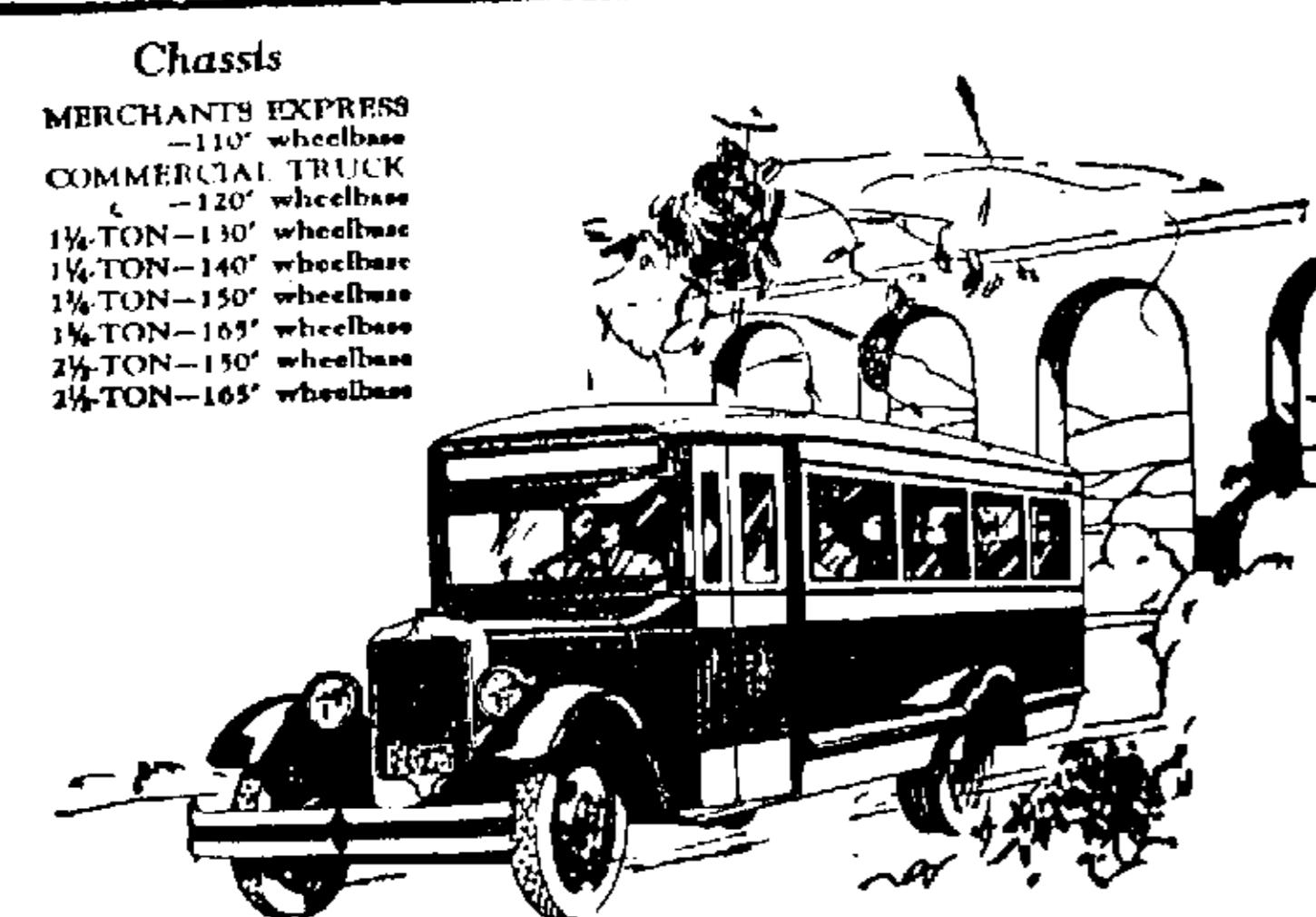
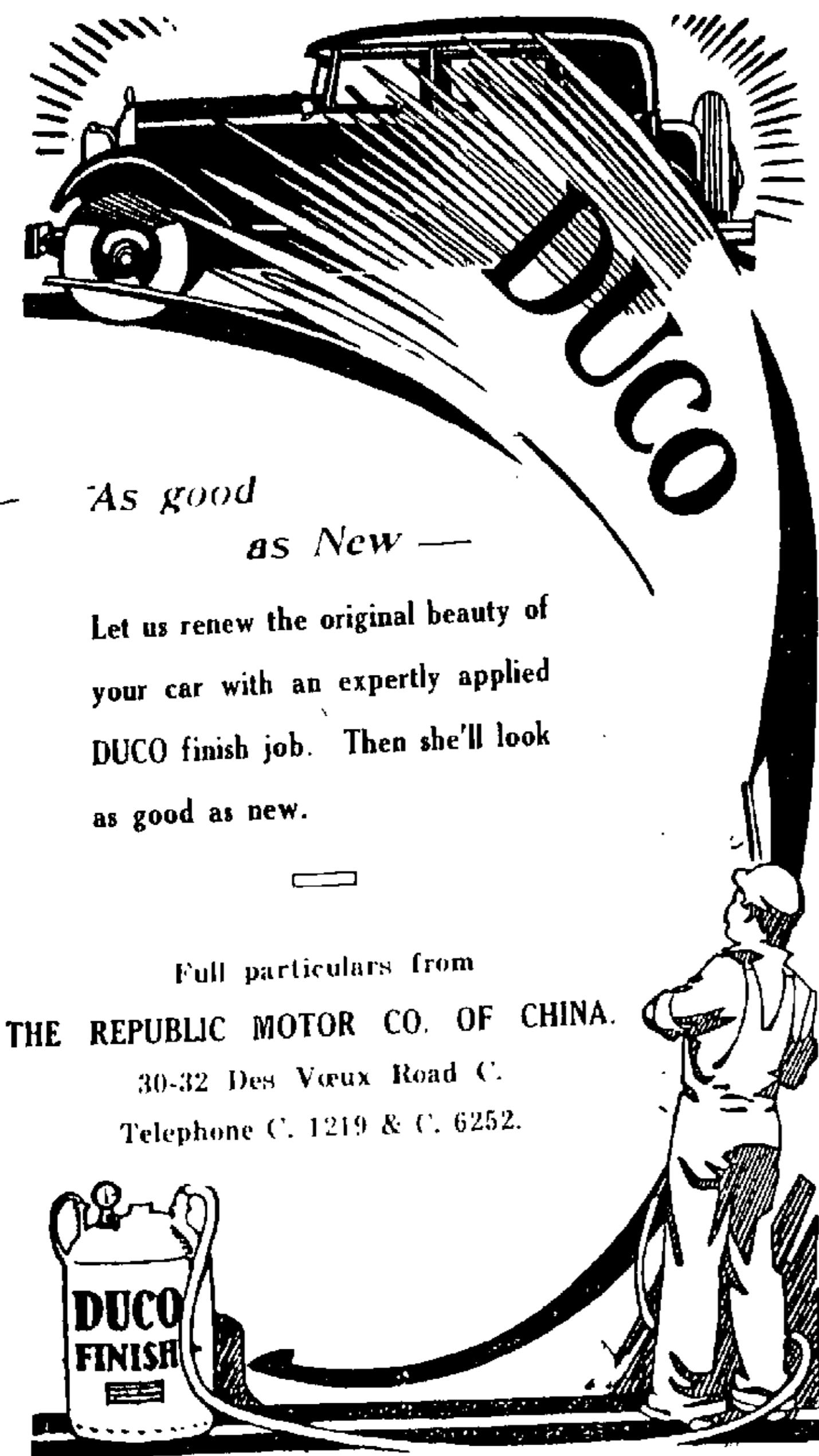
[Studebaker builds four great lines of cars—The President Eight (80,000 miles in 26,826 minutes); The Commander Eight (50,000 miles in 26,826 minutes); The Director (10,000 miles in 934 minutes); The Brakling (10,000 miles in 934 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices Range from H.K.\$2,320 to H.K.\$6,140.

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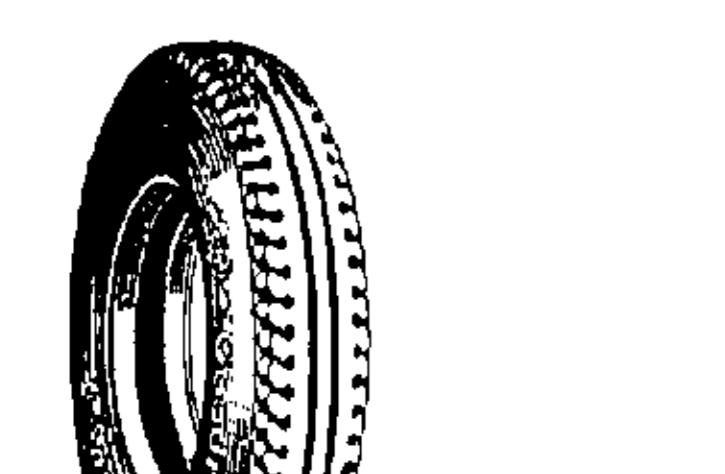
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BUS CHASSIS A Straight Eight Power

America's first bus chassis powered by a straight eight motor is announced by the Studebaker Corporation of America.

Finer performance, smoother operation and greater stamina is claimed for this new bus chassis by Studebaker engineers.

The new Studebaker buses are offered in two sizes—158-inch and 184-inch wheelbase and in three types. These include the 168-inch straight eight Junior Chassis Model 77 with single or dual rear wheels, the regular straight eight 184-inch Special Chassis Model 88, single or dual rear wheels, and the 184-inch straight eight Heavy Duty Chassis Model 99. Standard bus models are the 22-passenger Seminole Observation Parlor Car and the 21-passenger street car bus.

Some of the more important features of these new buses are: a 115 horse-power straight eight motor; dual carburetors which in effect gives two carburetors and two manifolds each feeding four cylinders; a semi-automatic choke; large over-sized generator; sturdy mountings; motor driven fuel pump; improved and heavier fan mounting; weather proof ignition. Three or four speed transmissions are optional.

The motor used in the new buses is fundamentally the same as the one used in the President Straight Eight, except that it possesses additional refinements which gives it even greater stamina and all-around performance. That it already possesses stamina to an unusual degree has been conclusively proved by its record breaking runs under American Automobile Association supervision at the Atlantic City Speedway, chief of which was when two President Straight Eight Roadsters travelled 20,000 miles in 26,326 and 26,329 consecutive minutes respectively.

Safety Strength

The chassis is unusually strong and provides extra factors of safety and strength throughout without sacrificing riding comfort. On the 184" Special and Heavy Duty chassis, there are two tubular cross members and five pressed steel cross members. In the 168" Junior chassis there is one tubular cross member and five pressed steel cross members. The frame is made of high quality pressed steel. Its maximum section is 8-1 16" in height, 3" gauge width and 7.32" thick.

Heavier and wider spring carried in extra heavy shackles with big spring bolts are an important contribution to riding comfort. The rear springs are 16-3 8 inches long and 3 inches wide and the front springs 38 inches long and 2-1 2 inches wide. They are of the semi-elliptic type and are manufactured by Studebaker according to Studebaker formulas.

A feature of the braking system and one which affords increased ease of braking action and greater driving safety is the use of Westinghouse vacuum brakes as a unit in the four-wheel brake system.

Operating as a unit—these brakes requiring only one-third the normal pedal pressure to operate.

GERMAN MARKET Fiat Company Takes Interest

Increased activity of the Fiat Company on the German market is revealed by the announcement that the great Italian concern has formed, in conjunction with the Dresdner Bank, the N.S.U. Automobile A.G., of Heilbronn, the capital being 2,000,000 marks. The new company has taken over the entire plant of the Neckarsulmer Kraftfahrzeuge A.G. in Heilbronn where, under direct Fiat technical control, 4,000 to 5,000 cars will be produced annually and will be marketed by the Deutsche Fiat Automobilwerke A.G. of Berlin.

In addition to this, the Fiat Company has secured a large share of the capital of N.S.U. Vereinigte Kraftfahrzeuge in Neckarsulm, which continues to run the Neckar-

OVERLOADING A Danger To Tyres

Owners and operators of trucks, moving vans and other vehicles required to carry heavy shipments of merchandise, should guard against overloading according to the manager of the Dragon Motor Garage, the local Firestone Service Dealers.

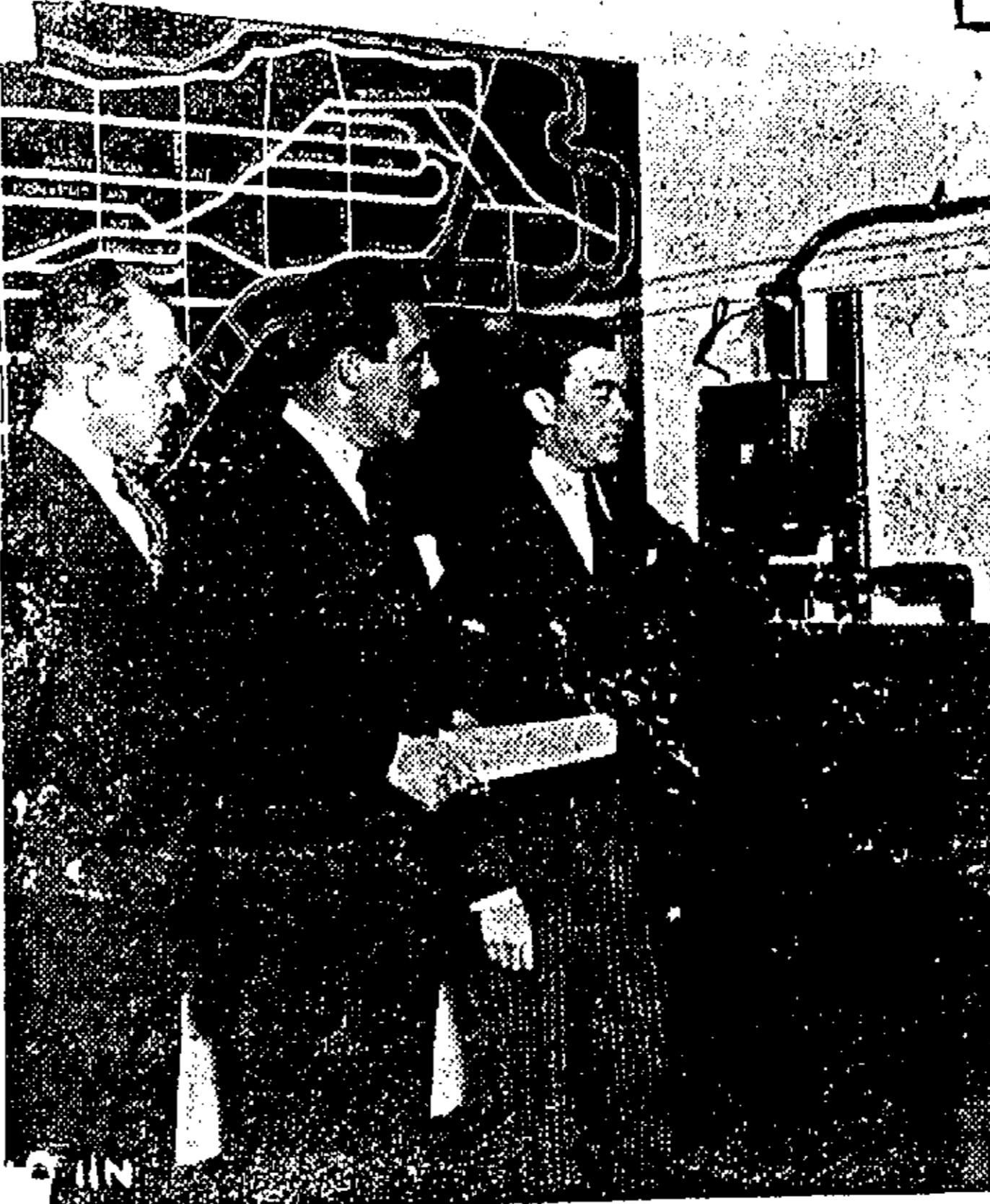
An overloaded tire cannot give full service, or perform satisfactorily, any more than two horses could be expected to handle a load that four or six horses would find difficult.

Here are some figures that are significant:

A tire carrying its rated capacity, or, 100%, load, will give 100% service. If operating conditions remain the same and loads are increased the results are:

110% Load means 83% Tyre Mileage

Central Traffic Control



Left to right are First Deputy Police Commissioner Philip Hoyt, Commissioner Graver Whaler and Mayor "Jimmie" Walker who is in the act of throwing the switch in the control board of the automatic traffic control system for New York's crowded streets. This system operates lights at 340 street intersections simultaneously and will be extended to cover 2,061 street corners and 2,422 miles of city streets.

sum works of the Neckarsulmer Kraftfahrzeuge A.G. for the production of spare parts for cars and motor cycles, and will therefore serve as a complementary plant of the Heilbronn works.

120% Load means 70% Tyre Mileage
130% Load means 60% Tyre Mileage
If however the tire carries less than capacity load results are:

90% Load means 123% Tyre Mileage
80% Load means 155% Tyre Mileage
70% Load means 200% Tyre Mileage

Don't overload your tire and expect them to stand up. They can't do it because they are over-worked by too much flexing and the extra weight resting on them. Premature breakdowns are the result.

PETROL CONTEST

Remarkable Whippet Demonstration

In a State-wide petrol consumption contest, restricted to private owners of Whippet cars, decided in ten centres throughout Queensland, a grand total of 111 cars took part. Allowing for the skilful and more or less skillful drivers who took part, and for the great variety of road surface upon which the various sections of such a comprehensive competition would be decided, one would hardly look for a high all-round mileage per gallon, but the 111 drivers showed the remarkably high average of 53.3 miles per gallon.

The competition was won by Mr. J. Michod, of the Brisbane section, who secured the astonishingly high average of 95.2 miles to the gallon.

The economy of the Whippet was proved by the 111 owner drivers who took part. Of this number probably 90 per cent. had never driven in a petrol consumption contest before and had very little knowledge of the fine arts of coasting, which is perhaps the most important factor in driving for petrol consumption.

The competitors who did over 70 miles per gallon were keen students of the art of driving, but the most striking feature of the contest was the all-round results registered by the average drivers. The average miles per gallon for the 111 competitors was 53.3—an astonishingly high average considering that it represents the results obtained by good, bad and indifferent drivers. Following are the records made:

3 competitors obtained
90 miles per gallon and over
5 competitors obtained
80 miles per gallon and over
4 competitors obtained
70 miles per gallon and over
20 competitors obtained
60 miles per gallon and over
31 competitors obtained
50 miles per gallon and over
27 competitors obtained
40 miles per gallon and over
10 competitors obtained
30 miles per gallon and over

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C. 4769.

BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

CLYNO.—Lane, Crawford, Ltd.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DODGE.—South China Motor Car Co., 38, Des Voeux Rd. C. Tel. C. 5644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.

FORD.—Wallace Harper & Co., Ltd.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

HILLMAN.—Lane, Crawford, Ltd.

HUMBER.—Lane, Crawford, Ltd.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 38 Wong Nei Chung Road, Happy Valley. C. 1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 38 Wong Nei Chung Road, Happy Valley. C. 1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.

BEAN.—Lane, Crawford, Ltd.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHRYSLER MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 38 Wong Nei Chung Road, Happy Valley. C. 1247.

GRAHAM.—South China Motor Car Co., 38, Des Voeux Rd. C. Tel. C. 5644.

GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C. 2221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.

WILLYS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C. 1067.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.

HUMBER.—Lane, Crawford, Ltd.

MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.

NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.

ACCESSORIES.—South China Motor Car Co., 38, Des Voeux Rd. C. Tel. C. 5644.

ACCESSORIES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 38 Wong Nei Chung Road, Happy Valley. C. 1247.

GOODRICH TYRES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.

MICHELIN TYRES.—Goeke & Co., China Building C. 2221.

1930 OPEL

Limousine And Touring Cars

PULLMAN BODY

Perhaps the best model of motor cars designed for the year 1930 is the Opel luxurious limousine. This car has most graceful lines and looks every inch a car that a millionaire would enjoy.

It is a 20 H.P. vehicle, with four doors, which have easy entrance and egress. The whole interior is fully upholstered in first class velvet. It is designed to seat five passengers comfortably. All the windows may be raised or lowered by cranks.

The comforts of the passengers have also been assiduously studied. Ash tray and electric cigar lighter have not been forgotten. Ceiling light, baggage net, clothes' hooks and tool box complete the luxurious equipment.

The window may be tilted outward, and an accurate formation of the instrument board allows a sufficient ventilation inside the car, without letting any dust or rain penetrate. There is also a rear view mirror, automatic wind-screen wiper, direction indicator and the stop signal lighting up automatically when the four-wheel brake pedal is touched.

On a correspondingly larger chassis, the seven seater Pullman Limousine body, fitted with two folding seats, is mounted.

The Touring Car

The Opel four-seater touring car is also built on similar lines, and is also equipped with four-wheel brake. The brake power of the motor is 14-16 H.P. The cylinders are of four in-line. Bore and stroke: 60 by 90 millimetres. Wheel base: 99 inches. Wheel track: 46-1/4 inches.

This touring car is fitted with celluloid windows, door pockets, floor covering, and the body is finished in steel blue, dark blue, dark green, red or any other colour.

Technical Particulars

The technical particulars of these two models are:

R.A.C. Rating of motor: 20 H.P.

Brake Power: 40 H.P.

Cylinders: 4

Cylinder bore: 89 millimetres.

Cylinder Stroke: 105 millimetres.

Cylinder contents: 2.6 litres.

Size road balloon tyres 30" x 5-25".

Fuel Consumption: 22 miles a gallon.

Oil Consumption: 600 miles a gallon.

Maximum Speed: 50 m.p.h.

HOME TRUTHS

Tyres and the Man

A number of home truths for motorists were tellingly put by Mr. J. Paul, F.I.R.I., Technical Director of the Dunlop Rubber Co., Ltd., in an interesting paper read before the members of the Institute of Automobile Engineers which is now available in booklet form.

The maker does not supply a complete pneumatic tyre, says Mr. Paul. He supplies a cover and a tube and it is the user who supplies the vital column of compressed air which carries the load, provides the yield and recovery to cushion the car and gives that rigidity to a flexible cover through which the engine power can be transmitted to the road.

"If we could imagine," continues Mr. Paul, "cars being delivered without springs—the user would be left to provide a spring of suitable strength—no one would be surprised at a collapse if a spring of only half the proper strength were fitted. There is no more reason for surprise at the collapse of a pneumatic tyre carrying only half the proper inflation pressure."

As regards the power consumption of tyres, Mr. Paul states that each portion of the tyres of a car travelling along a road at 30 miles an hour is compressed and released about six times per second. Five-inch high pressure tyres fitted to a large car running at 50 miles an hour consume 7.2 h.p.; 6.75 in. balloon tyres on the same car consume 11.9 h.p. at the same speed; at 25 miles an hour the four tyres of a light car consume about 1.8 h.p. if the tyres be 3 1/2 in. high pressure inflated to 40 lbs. and 2.4 h.p. if they be 4.40 in. at 25 lbs. Under normal conditions the power losses in the tyres represent about 20 per cent. of the total energy losses in the whole car.

"The tyre maker," states Mr. Paul, "has no reason to be ashamed of the progress in tyre manufacture, for tyres have been made which have stood up to speeds of over 200 miles per hour, to 182 miles in one hour, to 2,724

MOTOR RACING

Standard Cars Used By Americans

NEW REGULATION:

MOTOR INDUSTRY

Prevailing Conditions in Siam

KEEN COMPETITION

America is taking up standard or stock car racing. Road races for standard cars have practically swept all other forms of motor racing out of existence in Europe, and it would seem that the same thing is going to happen on the other side of the Atlantic.

The first important race for standard sports cars was started at Le Mans soon after the war, and the 24-hour test there is now an annual event. Since then race after race has been promoted, not for specially built and designed racing cars, but for standard sports cars which anyone may buy.

This year America will be strongly represented in all the European events, but in addition she is starting endurance races of her own for standard sports cars.

The American Automobile Association, which controls all racing events in the United States, has brought out new regulations which will tend to modify the highly specialised American racing car and give it some resemblance to cars in everyday use.

Under the new regulations every vehicle must carry a weight of 71 1/2 lbs. for every cubic inch of engine capacity. The track must be from 52 to 60 inches wide, and the width of the body must be at least 34 inches. This, of course, eliminates the narrow freak car. It must also be possible to carry two passengers in every race of 100 miles or more.

These regulations, which have caused consternation, mean that practically every purely racing car will be eliminated.

OLD CARS

Suggested Company To Purchase Them

NEW TRADE PLAN

In Britain to have a co-operative company which will purchase obsolete cars so that car manufacturers shall have a continuous demand for their new products?

One of the greatest problems that faces the motor trade in Britain at the moment is the disposal of the old cars to make way for the new ones. The Garage and Motor Agent, in the current issue, contains an interesting suggestion by a member of the motor trade for the starting of a company for breaking up old cars.

In America great car dumps are to be found everywhere and manufacturers find that it pays them to have old cars broken up.

In the British scheme it is suggested that a small private limited company should be formed with capital subscribed by the various car making firms which would enter the scheme, roughly in proportion to their output.

It is suggested that every year for a minimum period of three years each manufacturer should subscribe a sum not more than 1 per cent. of this turnover for the previous year on the British market only, no account to be taken of foreign sales or the sales of parts or accessories.

The company would buy from recognised traders only cars that were capable of being driven to the dump under their own power, and the price would in no case exceed £20. No car so purchased would be put back into circulation.

HOW NATIVES BUY BUSES

ROAD SENSE

Deafness No Bar To Motoring

SIGHT IMPORTANT

The following extracts are taken from the newly issued report on Economic Conditions in Siam for the third quarter of 1928 by Mr. W. W. Coulter, acting British Consul-General, Bangkok. The extracts relating to the Chiangmai and Singora districts are from the reports of Mr. W. A. R. Wood and Mr. Drummond Hogg.

Bangkok's Many Cars There is a growing demand for all forms of motor transport both in Bangkok and the provinces, a significant feature of this development being the recent introduction of taxi-cabs for use in the capital where hitherto casual transport requirements had been met by rickshaws which are now being steadily ousted.

206 more cars were imported during 1927-28 (1,052) than during the previous twelve months (1,747). The average value of cars imported during the past three years has been about Ticals 300 per car. The majority of cars sold in Bangkok come from America, being imported either direct or via Penang or Netherlands India. The figures for these countries of consignment show an increase of 53 over those of the previous year and account for 63 per cent. of the total number imported. The United Kingdom with 221 cars to her credit supplied 68 more than she did during the previous year. Italy with 266 more than doubles her figures for 1926-27. A statement of the new cars registered in Bangkok during six months ended September, 1928, shows that cars were registered as follows:—Of British manufacture 38; American and Canadian 91; Italian 93; French 12; German 12; Belgian 2; other European 8. Of the 82 lorries registered 79 were of American, 2 British and 1 other European manufacture.

British Cars Too Good Of the Cingora district the Consul reports:—Goods for this market must be cheap; quality is a secondary consideration, and this fact militates against the sale of British manufactures in this area. British cars, for example, are too well-constructed and last too long for the local transporter of the public, who finds that a cheap and more gaudy vehicle is attractive to peasant passengers, who place colour before workmanship. The majority of the public motor cars are of foreign make, both foreign and British makes being favoured by private owners, who are, however, as yet comparatively few.

American Cars Lead In the whole Chiangmai Con-sular district, there are 174 cars and 506 buses or lorries that is to say 680 motor vehicles, in all. Of these the overwhelming majority are of cheap American makes. In the case of the buses and lorries the bodies are built locally.

As the road mileage increases and particularly when road communication with the Shan State of Kengtung is established, the trade in motor vehicles and accessories will be worthy of notice, but it seems doubtful whether the existing preference for American manufactures can be overcome.

The day is probably far distant when the tourist will be able to travel by motor car from Penang in the Straits Settlements to Kengtung in the Southern Shan States.

PITFALLS IN THE WAY OF TAXATION ALTERATIONS

There have been suggestions that the Chancellor of the Exchequer should increase the petrol tax and reduce the direct tax on vehicles.

Viewed in its connection with the commercial-vehicle industry, such suggestions can be considered as most unsatisfactory, says "The Commercial Motor" for the heavy vehicle, whether it be used for goods or for passengers, has comparatively heavy fuel consumption, and any reduction of vehicle tax which might be obtained is hardly likely to offset the increased tax on its fuel.

Already the addition to the almost overwhelming taxation increases to which the commercial vehicle was subjected only a short time ago and the tax on petrol have, in many cases, converted profit into loss, the latter tax alone having increased the running cost of many vehicles by £1 or more per week.

There is, however, another aspect of the subject which should receive attention. The petrol tax is allocated to de-rating, whilst the bulk of the vehicle tax goes towards the upkeep and construction of roads. Any alteration of the balance in the manner indicated would benefit the rates at the expense of the roads.

ROAD SENSE

WE PROVE OUR CLAIMS

The following remarks by present owners prove that Oldsmobile understates rather than overstates the merits of this fine car of low price

Performance "I have never handled a car of its size or in its price-class which matches this Oldsmobile for ease in handling, comfort and performance" . . . "The motor is remarkable. Pick-up from 20 to 35 miles per hour in high speed compares to ordinary pick-up in second speed" . . . "It will travel cross-country at 50 and 55 miles per hour as easily as it does 30."

Appearance, Comfort "The riding qualities are great; it is a wonderful car" . . . "At the local Auto Show we looked them all over good, tried them for comfort and later took demonstrations of the makes in which we were interested. We bought the Oldsmobile."

Value "It looks to me like Oldsmobile has given me \$2500 worth of automobile in my new Landau" . . . "I own a four-door Oldsmobile and let me remark that every word of what you say in your advertising is true" . . . "There is

The names and addresses of the owners writing the letters from which the above quotations are taken, will be given in the next issue of the "Oldsmobile Weekly" to be published at the Oldsmobile Works, Lansing, Michigan.

Roadster MS2,500.00
Touring MS2,500.00
Sedan (2-door) MS2,600.00
Sedan (4-door) MS2,800.00

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

OLDSMOBILE
PRODUCT OF GENERAL MOTORS

NIGHT PERILS

Some Death Traps For Motorists

Writing in connection with the recent trial in Singapore the "Malay Mail" says: We think the moment is opportune to draw attention to the fact that certain of the roads round Kuala Lumpur are in danger of becoming death-traps for motorists. We may take the Klang-road as an instance where for months past repairs and alterations have been proceeding at a leisurely pace. A few days ago a correspondent of the "Malay Mail" called attention to a steam roller stationed on the new Petaling bridge which had inadequate lights generally, and, on a particular night, no lights at all. That matter was speedily remedied, but now at several places along this road, noticeably at about the fourth mile, three-wheeled tar-boilers are left unlighted on the road and are allowed to project to a dangerous extent. The road at this point is very dark at night and many cars are passing constantly, also pedestrians and cyclists.

To avoid an oncoming car with brilliant lights a driver must keep well to his left and should his passing of the approaching car be co-incident with his passing of one of these tar-boilers, an accident is bound to happen. It is only by good luck that none has yet occurred at this spot. Motorists pay substantial taxes and have a right to expect reasonably fair and safe roads on which to drive, free from dangerous obstructions.

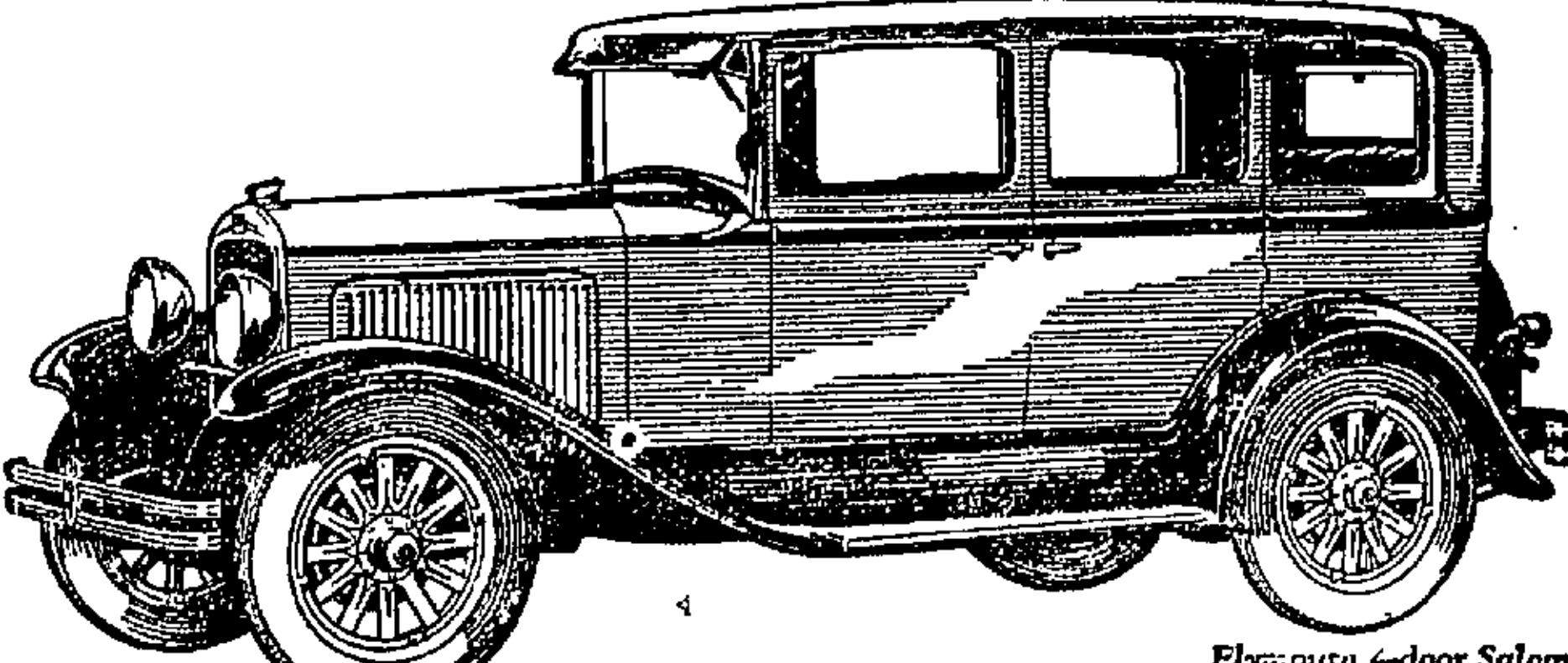
GLYCERINE BEATS THE FROST

In America a man often has to leave his car out in the roadway along with a dozen others all night, remarks "The Motor." Next morning he comes out, sweeps the snow off the bonnet, pushes it off the running-boards, jumps in, presses the starter button, treads on the "gas" and off he goes. There is no messing about with the kettles of hot water before he gets a start. He does not bother about emptying the radiator and carefully draining the cylinders, and particularly the pump, overnight, because he uses a non-freezing water mixture.

Glycerine is the usual chemical added to the water to prevent it freezing. At petrol stations one will see labels giving the price in so many cents, or dollars and cents, per gallon for gasoline, oil and glycerine. But in England it is apparently very difficult to buy glycerine except in fancy bottles at fancy prices.

PLYMOUTH'S FULL SIZE

—something totally new in the Lowest Priced Field—



Plymouth 4-door Sedan

PLYMOUTH

The full-size of the new Plymouth comes as a distinct revelation to motorists long accustomed to crowded seating space and discomfort in low-priced cars.

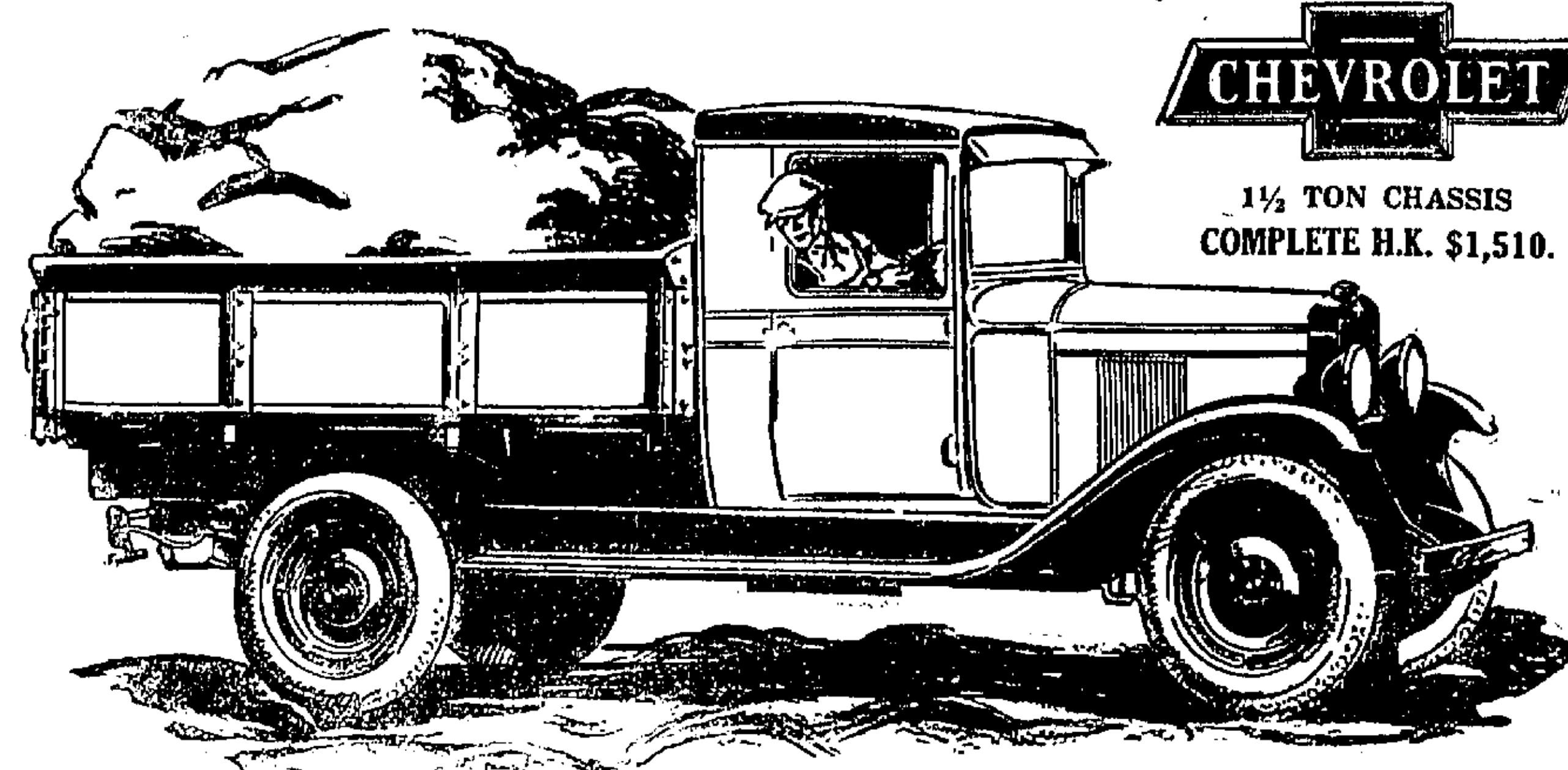
Plymouth chassis and bodies are longer and lower—seats are wider and deeper, giving greater leg and head room for all adult passengers.

In appearance, the Plymouth unquestionably leads its field for distinctive style and beauty. In action, it brilliantly sustains the Chrysler reputation for refined power, speed and smoothness.

See and drive the new Plymouth today to know the generous margin by which it exceeds other cars in value.

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.
Telephone C. 1219 & C. 0252.



SPEED AND DEPENDABILITY.

When you must have your goods delivered quickly and regularly — put the job up to the New Chevrolet Truck. In all Chevrolet history there never was a truck like this — never such brilliant performance and outstanding economy.

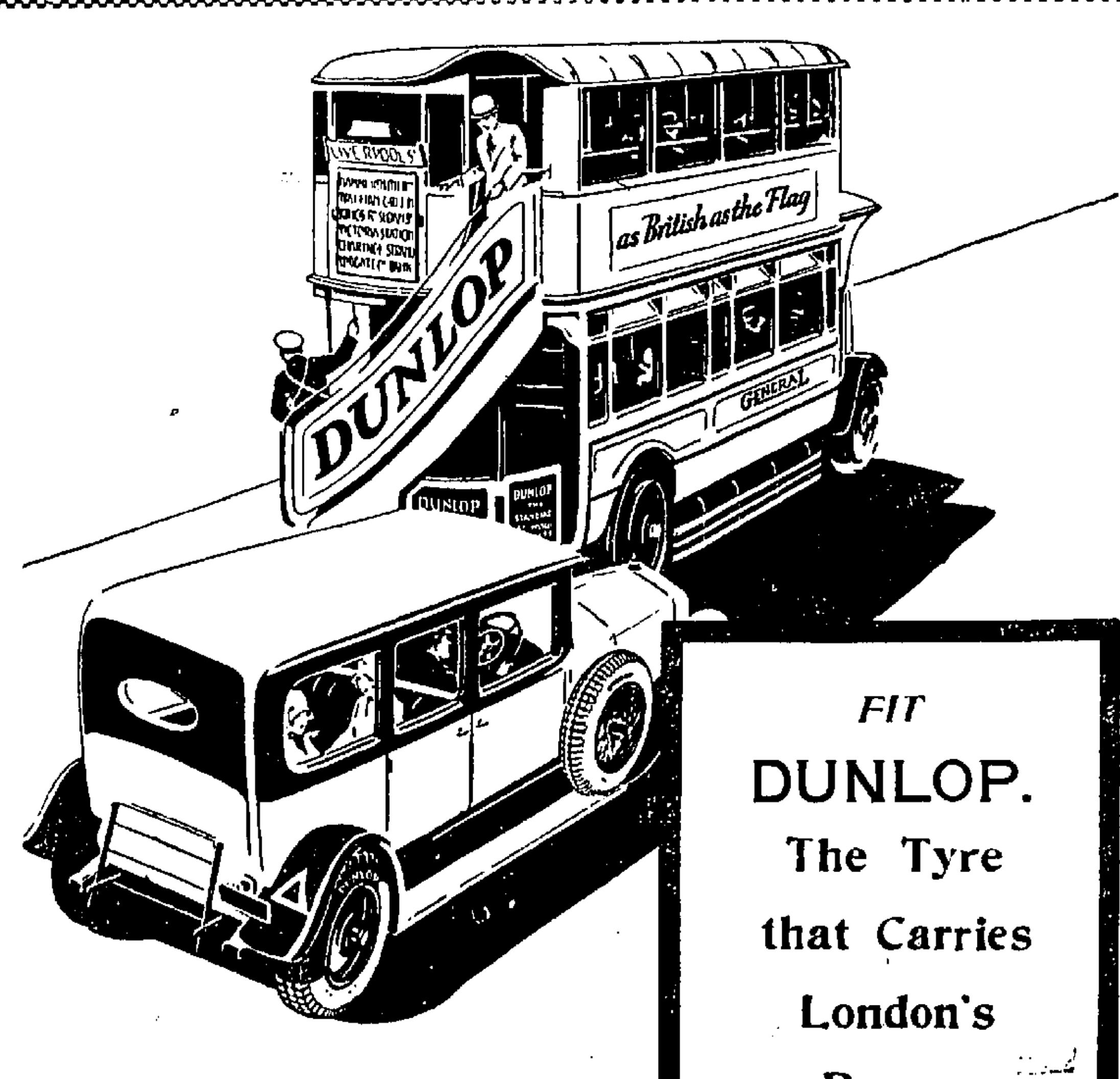
As you examine this new truck — observe how its designers have paid meticulous care to those little things that count so much in assuring thorough satisfaction. Notice how long the loading platform is — how comfortable the driver's compartment — how easy it is to drive and steer this new truck — how easily the powerful brakes work — how strong the bodies are.

And when you learn how economical it is on fuel and oil — how its rugged, sturdy build eliminates lay-ups and repairs — how speedily it does its work, you will understand why men like yourself in all parts of the world prefer it — why Chevrolet has grown to be the world's fastest selling truck.



THE HONG KONG HOTEL GARAGE
25 Queen's Road Central
Tel. Central 4759.

The Outstanding Truck of Chevrolet History



PITFALLS OF GARAGING

The parking regulations and the law of obstruction compel many motorists to leave their cars in a public garage when they go out in the evening. Cars in such garages do not always receive the treatment they deserve, and it is as well for motorists to know legal rights respecting their property is damaged. The following rules of law—discussed in detail in an informative article in "The Light Car and

Cyclocar"—apply equally to a genuine garage and to private parking grounds such as are frequently used by motorists.

In default of a special agreement between the motorist and the garage owner, if an accident occurs to the car while in the garage, the garage owner will be liable for the damage or loss unless he can show that neither he nor his servants were guilty of any negligence causing or contributing towards the accident. If, however, there is a notice plainly exhibited in the garage stating that the proprietor will not

be liable for any loss or damage, however caused, or if he states this verbally to the motorist before the car is left, the motorist or the Insurance Co. will have to bear the loss should the car be damaged or stolen.

It makes little difference whether a charge is made for garaging the car or not. Unless an agreement of the above kind is entered into a garage owner, will be liable to a motorist for damage to, or loss of, his car unless he can show that he and his servants have been reasonably careful.

CYCLES & CARS

Trailing the "Original" Tourist

By Robert M. Parka

First, to make sure of what we are looking for, to the dictionary. Here we find that a "tour" is a "going round; hence a journey in a circuit, prolonged journey." A "tourist," then, is one who indulges in this diverting activity of "going around," and, especially, "one who travels from place to place for pleasure or culture." A very simple beginning.

The very latest thing in touring, of course, is the air tour. A few months ago we learned of a boy stowaway on the Graf Zeppelin when it returned to Germany, the first "hobo of the air." Air "tours" across the Atlantic have become rather common. The Pacific hop to Hawaii has hardly been made often enough to qualify as a "pleasure tour."

But now has come the annual National Air Tour, to demonstrate the reliability of aeroplanes, and only time will tell whether they presage such widespread use of the mode of travel they advertise as did the Glidden Tours during the first years of our century.

Motor Touring

Glidden really blazed the trail for us in motor touring. Yet probably few, if any, men of his time foresaw our present vast network of highways and the ceaseless movement of our millions of speeding cars. They could hardly have envisioned the hordes of "tin-can tourists"—following the illusive call of green pastures, no matter how far away the mirage or how lean the pocketbook—nor the armies of pleasure-seeking motorists who are well able to travel luxuriously and comfortably wherever the fancy leads.

Could anyone have foreseen that the one-time favourite subject of the cartoonist and jester—the hobo—would largely desert the rails, avoid the rough man-handling tactics of freight-yard "bulls," by taking to the highways and the generosity of motorists? But there we find him today, along with amazing numbers of "hobblers" of a higher order who start out on a trans-Continental journey—via other people's automobiles—with little more than a toothbrush and a smile.

The hobo—the impecunious railroad traveller, the shiftless wandering workman who sneaked into a side-door Pullman or flirted with death to ride the rods or blind baggage in a whirlwind of grime and flying gravel—has been suggested as the "original" tourist. However, he hardly qualifies.

"Safety" Bicycles

For, rightly claiming priority, there are the clubs of cyclists who used to wheel their way from city to city on their "safety" bicycles. And, before them, the brave lads who, perched high upon their old-fashioned wheels, pedalled precariously whither roads permitted.

that this year will be a boom year, after which dirt-track racing will settle down as a genuine amusement—running quietly, attracting its regular patrons and supporters. Dog racing had been a popular sport long before the Grasping flash-in-the-pan, and now it is settling down to its old place in the scheme of things. I think the dirt will do the same.

GIVE US ROOM

Most Overworked Automobile

A most overworked automobile groaned its "weigh" into Los Angeles recently. It carried what is called perhaps the largest party of Kansans ever to migrate from that State. There were six in the party, all members of one family!

J. T. West, Mrs. West and their two sons, Leonard and Bernard, constituted what one might call the bulk of the party. Leonard, 17 years of age and still growing, weighed just slightly more than 100 pounds and is a mile over six feet tall. A five-foot tape fails to circ' his waist.

Bernard, his 15-year-old brother, weighed in at 312 pounds on arrival and is 5 feet 11 inches tall.

All the children enjoyed the benefit of a good start. Father weighs 285 and mother 210. Their daughter, Jessie Jeanne, is visibly well cared for. At 3 1/4 years of age she weighs 75 pounds. That is the weight of a normal 11-year-old girl, physicians point out. The baby, Patsy Ann, a year and a half old, has not definitely cast her log with the family proclivities but is giving evidence of continuing the good work. She weighs 40. That makes a total present family weight of 1,322 pounds. "We all came through in the Chrysler," Mr. West affirmed. "I taxed the car a bit but we made it. In addition to the family weight there were three well filled suitcases."

Chrysler representatives who greeted the family estimated that the total weight the car carried from the West's home in Topeka was 1,772 pounds. This means the car was carrying within 228 pounds the weight capacity of a one-ton truck.

"It is interesting to speculate how they all got into their '70" two-door-sedan," mused a friend. "There's only one way it could be done. Father and mother or the two boys rode in either the front or rear seats and the two youngsters roamed at large in whatever space, if any, was left. Where they put the luggage, expect on the running boards, is beyond me." The car stood the trip remarkably well. Mr. West said it averaged 21 miles per gallon of gasoline and used only four quarts of oil in crossing half the continent. There were no mishaps in spite of the load. The party didn't even have a flat tire.

spaces for refreshing week-end holidays. We drive twenty miles to the golf club, fifty miles to a dance, two hundred miles to fishing or hunting grounds, a thousand miles a week on business or professional calls. We are a nation of tourists, with over 24,000,000 motor vehicles to facilitate our 'going round.'

Formerly, only a comparatively few people could satisfy their travel appetite, however universal and age-old that appetite might be. In times not so far back, as historians reckon, great populations lived out their lifetimes without venturing beyond the nearest horizon.

Drive to Golf Club

And now? Never before have so many people revelled in such freedom of movement. We spend vacation weeks and months on the highways. When we can't get away for long, we howl along the highways to and from work; sally forth to the nearest open

A NEW NATIONAL SPORT

A writer in "Motor Cycling," on the subject of dirt-track racing says:

Taken generally, I think I can say that 1928 gave Great Britain a new sport. I am not going to predict that it will become an established national pastime, but I do think that for some time to come the cinders will prove a powerful attraction for the sporting public. I am no prophet, but I firmly believe



BIG PROBLEM OF NIGHT MOTORING.—A test of anti-dazzle devices. About 169 inventors demonstrated anti-dazzle and automatic car signalling devices to an interested crowd in Richmond Park, Surrey, under the auspices of the Royal Automobile Club and at the request of the Minister of Transport. There has been considerable development in the design and use of such indicators lately, due to the popularity of the closed car. Interested spectators are shown gazing at the demonstration.—(Sport and General).

STIFF TEST

Morris Minors Over
Steep Hills
GOOD REPORTS

(By J. E. Appleyard, B.Sc.)

After a considerable period of waiting, the first two Morris Minors arrived in our showrooms in Leeds in early October. We knew nothing about them except their excellent qualification of having come from a good stable, and determined to find out whether they really were worthy members of the redoubtable Morris family we subjected them to trial on the worst hills in Yorkshire and the Lakeland.

The "Yorkshire Evening Post" and "Yorkshire Weekly Post" representatives very kindly consented to observe the climbs up the famous Sutton Bank and its neighbour, White Horse Hill, and these we sampled first.

Forty in Second

The 3.9 gradient of Sutton Bank troubled the cars not at all. In fact, the speed never fell below 20 miles an hour, and the little engine was successfully run at 20 miles an hour in second gear without distress.

This experience fortified us for the much more formidable White Horse Hill, which climbs the Hambleton three or four miles to the east, up a precipitous cliff out of which is cut in limestone the famous White Horse. The surface of this hill, unlike Sutton, is much broken up by water-courses and rough stones; but again this gradient had no terror, and the hill with the exception of 20 yards on the "S" bend, was accomplished in second gear.

Having tested out the cars locally and so successfully, we decided to climb the worst hills in the English Lakes and try a series in transcending order of difficulty until we really found one which should be insurmountable.

On Kirkstone Pass

First we made for Kirkstone Pass, on the easy ascent from Windermere, and romped to the top with never a gear-change below second. Then at the summit a turn was made down the real Kirkstone Pass, usually named "The Struggle," this being the hill which leads straight up from Ambleside to the hotel at the top of the Pass.

Again the little cars flicked round the "S" bends, despite the rough surfaces, and straight up the final reach without a falter. This hill rises 1,300 feet in 2½ miles, and incidentally, has nearly half a mile of travelling where no height is gained.

Having thus successfully accomplished one of the best-known test hills of the English Lakes, we turned to the consideration of a still stiffer proposition and decided on Howtown Hause, a hill not as well known to motorists as its scenery and character merit.

This lies along the little-known eastern shore of Ullswater and ends in a cul de sac high above the lake. The road ascends in seven hairpin bends up the mountain side, so strongly resembling Alpine climbs that it has earned for itself the name of the "English Stelvio."

For several days it had been raining hard and the road along the lake was flooded 9 ins to 1 ft. No other method, however, of getting Howtown Hause was possible, so the little cars ran through the flood, throwing the water high over their bonnets and emerging after 200 yards of water none the worse for their bath. Soon the zig-zag road confronted us leading up to the gap in the hills above Howtown.

Short Wheelbase Advantages

Never have we known so exhilarating a climb. First we rose at one hair-raising hairpin to the right. In a few short yards another to the left, again another to the right, another to the left, all of gradients of the order of 1 in 4. A large car could not have got round the hairpins of the narrow road without the necessity of reversing, but each of the little Minors came round the bends at speed without a single reverse, and finally emerged at the top of the Pass with never a sign of exhaustion or heat. In fact, the radiators were never more than comfortably warm to the hands.

On this hill we gained our real impression of the extraordinary "nimbleness" of the Minors, their delightful easy accurate steering, freedom from bounce and perfect springing over the roughest of surfaces. As a demonstration of the stability of the car and its low centre of gravity, Mr. Limb, our General Manager, drove one of the cars from the top down to a hairpin bend with a gradient of 1 in 4, and at a narrow portion of the road which was only half as wide as the car is long, turned the car round on the 1 in 4 gradient in one reverse and came back up the hill. Following this, he drove the car again down the

hill and in reverse drove backwards way up the hairpins in a spectacular fashion, which has delighted audiences who have seen the film depicting the climbs.

Looking For More

With Howtown Hause achieved, like Alexander we looked for fresh world to conquer, and were perplexed where to find a hill which offered greater difficulties than Howtown Hause. Someone suggested "Why not try the little out on Honister Pass?" We knew this had but rarely been attempted and still more rarely climbed without special gear ratios being made from standard.

The little Morris Minors had been taken straight from the showrooms without any preparation of any kind, but fortified by the fact that we had with us non-kid chains, we decided to run over the other side of Derwentwater and have a look at the notorious "worst hill in England."

We arrived there at 5 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Scafle Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveals Lakeland at its best.

Fortified with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttermere. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the coaches which descend the hill on skids but never come up, and its unfenced precipice on the right-hand side of the ascent.

With trepidation we decided to take the cars to the bottom and in case of failure to climb the hill, run home by Buttermere. Quarrymen from the slate works gathered round in interest to see whether the little cars would succeed where so many others had failed.

500 Feet Up

Our little crowd, with camera and cinema operator complete, gathered at the "Hill Step" and watched the first of the Morris Minors, driven by Mr. Whately, sales manager of Appleyard of Leeds Ltd., come into sight three-quarters of a mile away down the Pass, 500 feet below, round the bridge over the mountain torrent, in and out of the "S" bend with its gradient of 1 in 4½ culminating in 1 in 4, then up the 100 yards straight of 1 in 6, swerving to the right on 1 in 5 and up to the second bridge on the easier gradient. The roar of the little engine came up the "Pass" as it gathered way for the real crux of the climb with the gradient gradually stiffening to 1 in 5 up to the foot of the "Hill Step" itself where the slope abruptly changes to the gradient of 1 in 3½ stiffening to 1 in 3. The road climbs along an unfenced precipice which drops into the torrent back far below.

The Conquest of Honister

The car came gamely at its task, slackening speed with the slip of the wheels on the bare exposed rock and in the rut cut out by the skids. "Will it do it?" "It can't." "It can." "It will." And then a great shout of delight as the little car came out upon the top of the "Step" and romped home up the upper portion of the Pass to the sign boards at the top.

Quickly afterwards came Mr. Limb with the other Morris Minor and again both climbs were repeated, making four clean, completely unassisted ascents.

Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds.

The cars had emerged from their baptism of floods, vile roads and precipitous hills.

UNRECOGNIZED EFFORTS

Not long ago I noticed in my daily paper, says a contributor to "Motor Cycling," an account of how the Freedom of the City of London had been conferred on several pioneers of the motorcar industry.

Two of these gentlemen were journalists, whilst the other was a well-known member of the trade who has been associated for a large number of years with the importation of American cars into this country.

One cannot help feeling that the City might well confer similar honours in connection with the motorcycle trade. Our industry is one of the very few in which Britain leads the world, and it is on that account, more successful than the car trade, in which the same state of affairs cannot be said to exist. The exceptional position that motorcycle manufacturers have built up for themselves would seem to call clearly for some special recognition in return for the contribution to the prosperity of the nation.

CONGESTED AREAS

Why Not Roads Above
the Railways

No one who has even a superficial knowledge of the road transport of goods and passengers can but believe that the future holds vast possibilities of traffic increase. Every day more and more vehicles—private and commercial—are being brought into service, and the rate of increase is far more likely to rise than to fall. Upon its development depends, to a great extent, the national welfare, and we have still a very long way to go before we reach the proportion of vehicles to population which exists in the United States.

The main problem is, however, how our roads can be made adequately to cope with the traffic likely to exist in the near future. Already there is distressing congestion in many busy centres of population, and the authorities are finding the work of superintending this traffic increasingly difficult.

In the smaller towns and rural areas there is hardly likely to be considerable congestion for some years to come, and the trunk roads which have already been built, and are likely to be constructed in the future, will probably be able to meet our early needs in this direction.

The Great Difficulty

The great difficulty is to obtain access to these main arteries of traffic, and this is where a vehicle, whether it be private or commercial, has often to waste so much time. For instance, once a vehicle is on the Great West-road it can keep up a very fair average speed, but to reach this road it has to traverse many busy, and often congested, thoroughfares. This, during certain times of the day, may occupy possibly an hour, although the distance is only nine miles.

To extend such a road much further into the centre would involve an enormous expenditure, the destruction of a huge amount of valuable property and a rebuilding of a number of bridges. The same remarks apply to practically any other trunk road, and the problem is how such a drastic procedure can be avoided. It is certain that something must be done—and that quite soon.

Question of Cost

Our suggestion is that these main roads should be linked to the traffic centres by roads carried over the railway lines, their inner ends being at the railway termini. The idea may seem somewhat revolutionary, and we are quite prepared to admit that there are many difficulties in the way of its execution, but difficulties exist to be surmounted.

The railway companies would, no doubt, object violently. Some critics also may suggest that the cost would be so enormous as to rule out the possibility of such roads, but after a close study of the question we do not believe that the expenditure would need be nearly so great as might at first be thought. Other cities have elevated railways, so why should we not have elevated roads? The only reasonable place for such roads is over the railway, where practically all the difficulties as regards property and the use of the areas covered have been fought out in years gone by. Such roads would merely be making use of space which might be referred to as being "in the air."

The engineering problems in a task of this nature may be of considerable magnitude, but are not such as would be likely to appeal to men who have achieved other feats which at one time would have been regarded as well nigh impossible.

Consider what a wonderful vista of possibilities the carrying out of such a scheme would bring to our vision! Imagine being able to run straight on to a trunk road at, say, St. Pancras, Charing Cross or Liverpool Street.

The scheme need not necessarily be confined to the Metropolis. The arguments are almost equal in weight when considered in respect of others amongst our important cities, where the traffic is nearly as great as in London.

So far we have alluded to such over-the-railway roads as being useful links with the trunk roads, but, later, as conditions justify and as finance permits, these links might themselves be extended into trunk roads penetrating as far as the railways.

The main points of a new scheme such as this strike home far more readily when represented pictorially, and for this reason we have included a number of illustrations in which certain of our ideas on this matter have been embodied. It will be seen that there is no reason why this combined road-rail system should be inartistic or unharmonious—in fact, the inner termini could easily be made quite pleasing. The ramps shown in our view of an important station could be utilized either for one-way or two-way traffic, according to the conditions. As depicted, vehicles are seen travelling in both directions.

Tunnels

Where tunnels are encountered there would be the option of raising the road over the tunnel or leaving the railway track for a short distance and rejoining where it emerges into the open. The latter procedure would only be necessary where the tunnel penetrated particularly high ground, which could then be avoided by a slightly circuitous route. Suitable ramps could also be provided at convenient points, such as wayside railway stations, so that vehicles could leave the overhead road, either for the purpose of reaching an ordinary road or for loading and unloading. We fully expect this scheme to be subjected to a large amount of criticism, but (says the "Commercial Motor") we put it forward as a basic upon which something even more valuable may possibly be founded, and we will welcome, for publication where suitable, the opinions of our readers.

WHEN WHEELS APPEAR TO REVOLVE BACKWARDS

Most people have noticed that motorcar wheels on the cinematograph screen occasionally revolve backwards, although the hero's attitude may be indicative of Malcolm Campbell at his best, writes Professor A. M. Low in "The Motor."

The same effect is observed when a car is passing a fence in which there are gaps between the palings if the cinematograph shutter happens to operate at similar speeds to the rate at which the spokes of the wheel pass your eye. Only alternate spokes are seen and after the spoke which should be moving towards the top of the wheel is obliterated you will see the next spoke which has not quite reached the position of the leading spoke when you last saw it on the film. The result is to suggest to the vision that the wheel is revolving backwards.

If it were not for the power of the eye to retain an impression for a short period, the cinematograph film would be a mere jumble and a blur. I believe that some monkeys have so little "retentivity" of vision that they cannot appreciate the cinematograph. This criticism would prove a god-send to producers when dealing with disgruntled critics!

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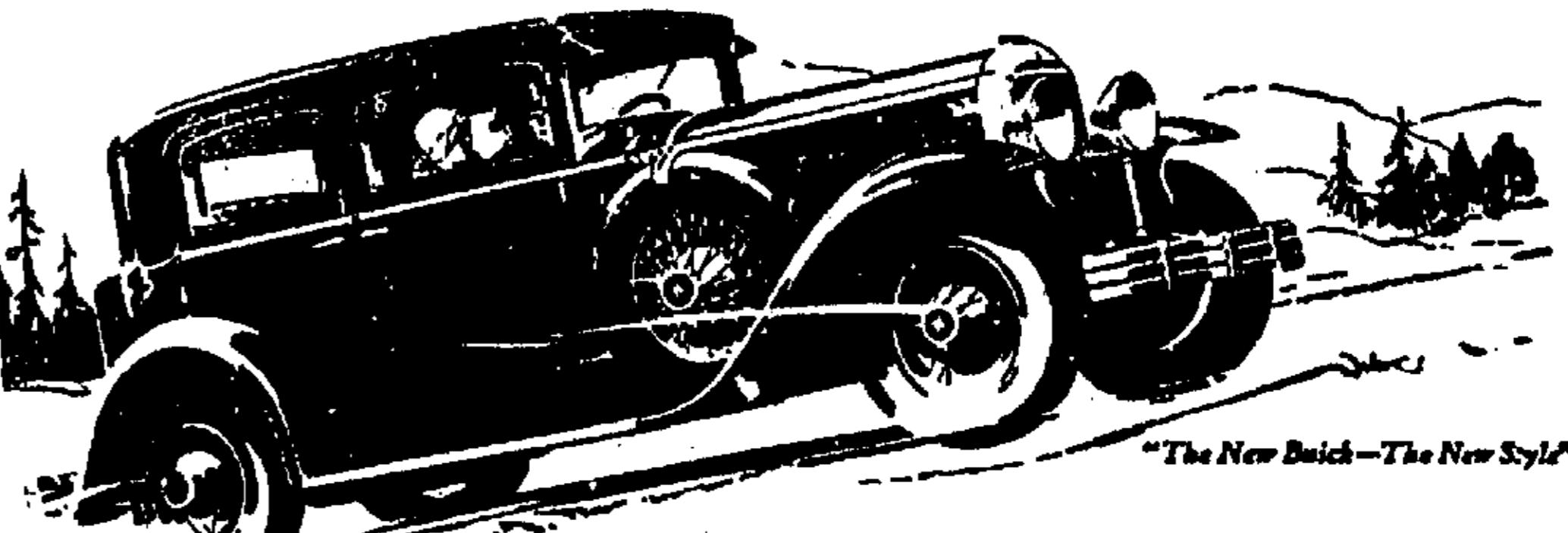
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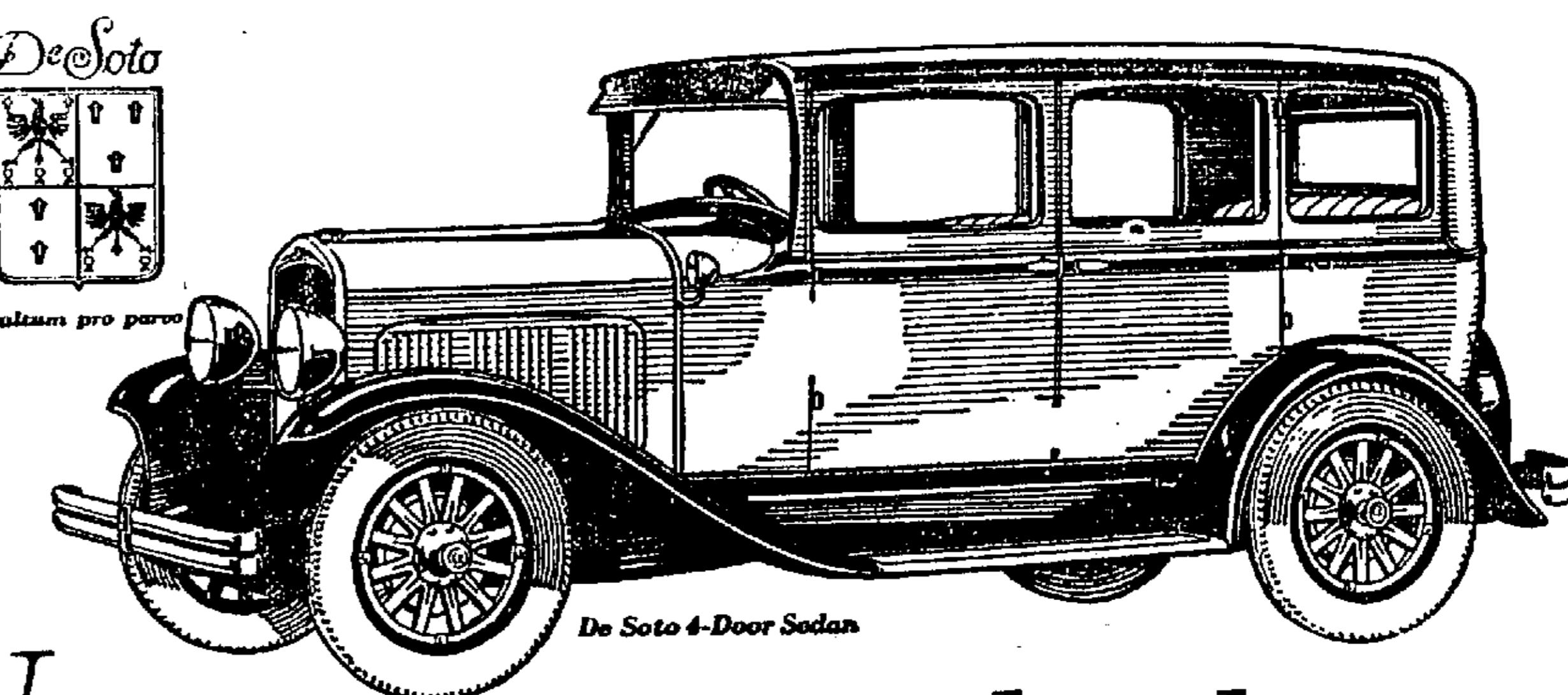


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DE SOTO SIX

PRODUCT of CHRYSLER

"THE DOVER ROAD"

Closing Performance Last Night

BETTER THAN EVER

Amateur acting is often said rather bitterly, to be great fun for the actors. The actors in "The Dover Road" may have had great fun. It is to be hoped they have; for it is certain that they must have had a great deal of very hard work before they could give us the pleasure of so finished a production. This witty comedy of character rather than of action with its small number of speaking parts, is a severe test of technical skill. The words are always modifiable, the action moves smoothly, and above the dialogue is taken "trippingly on the tongue" with ease and assurance. When there are so few characters, weakness in any one part would ruin the whole play; of that there is never the slightest fear. One may lean back and watch with complete confidence, and without the exasperation with which one sometimes sees, even in professional productions, the fine handling of a situation ruined by stiffness or lack of response in a single member of the cast.

Really a Mr. Latimer!

The highest praise of all must go to Mr. Lucy (Mr. Latimer), who has a very long and difficult part. He must convey to us a temperament at once whimsical and essentially sane. His sense of values and of humour must all the time be foiled to the selfishness of Anne, the absurdity of Eustacia, the quickness of mind and perception must make yet more ridiculous the crass stupidity of Leonard. All this is done with perfect poise and polish. It is difficult to believe that Mr. Lucy is acting; you are convinced that he must always be just like this; in fact, that he really is a Mr. Latimer. And no greater praise can be given.

HOLY LAND VISIT

Further Details of the Incident

THE VATICAN'S VIEWS

Rome, Yesterday.

The Vatican statement with regard to the Archbishop of Canterbury's incident says that the Holy See is at present treating delicate questions at Jerusalem. It made representations direct to London on behalf of Dr. Lang's intention to visit the Holy City as the visit seemed inopportune. It was suggested that it should be adjourned to a more favourable moment.

The Archbishop had therefore not revoked his intention to visit Jerusalem but had merely put off the voyage.—Reuter.

COUNTERFEITING

Divided Opinions at Geneva

LATEST DEVELOPMENT

Geneva, Yesterday.

Opinions were divided among the members of the Legal Committee at the conference for the suppression of counterfeit currency as to whether counterfeiting should be treated as a political crime or a crime at common law.

Ultimately, a sub-committee was appointed to examine and report.—Reuter.

COTTON INDUSTRY

Important Amalgamation Progressing

London, Yesterday.

The scheme for the amalgamation of a number of mills in the Egyptian spinning section of the Lancashire cotton trade has definitely progressed. Concerns owning between 2,000,000 and 3,000,000 spindles are willing to join the amalgamation, which is favoured by the Banks concerned.—Reuter.

Delegates who can give productions that rival in technical excellence those of professionals, and that have at the same time the delightful spontaneity and enthusiasm of amateur work.

There was a crowded house last night and the A.D.C. performers got a truly splendid reception at the close of the performance.

AFGHANISTAN

Has a "Defender And Saviour"

AMANULLAH'S FOLLOWERS

Peshawar, Yesterday.

A message from Gardez, Afghanistan, states that Nadir Khan has declared himself "Defender and Saviour of Afghanistan" and is calling troops to march on Kabul. Amanullah is at Qalatighish, where his followers are numerically increasing daily.—Reuter.

Nadir Khan's Move

Calcutta, Yesterday.

A message from the frontier states that Nadir Khan has decided to place one of his brothers on the throne. He has succeeded in gaining the support of the tribes in the Khost country, and is expected to make a determined move shortly.

All is quiet in Kabul and business is normal.

Public opinion in Kabul is said to be turning in favour of Bacha-i-Saheb, who has kept the peace so long.—Reuter.

DISARMAMENT

U.S. Representative's Instructions

MISSION'S "SOLE PURPOSE"

Washington, Yesterday.

High official circles state that Mr. Hugh Gilson has not been instructed to initiate a new Naval Limitation Conference and no sort of negotiations relating to the matter are at present occurring here.

The mission's sole purpose will be to work out the technical details which might become the basis of consideration at a future conference called either under the auspices of the League or participated in independently by the chief Naval Powers.—Reuter's American Service.

OVERLAND CHINA MAIL

PILGRIMS PROGRESS

Scenes From Classic Delightfully Given

A REPEAT PERFORMANCE

Peshawar, Yesterday.

A very novel form of entertainment was given by children of the Young People's Service at St. Andrew's Hall, Kowloon, on the 9th instant, when delightful scenes were acted from "The Pilgrim's Progress."

Mrs. F. F. Ingram read the Prologue, which added greatly to the success of the performance.

Mrs. E. W. Gardiner, who sang several solos, and received much applause, was accompanied by Mr. F. Suttor, Miss Joan Black playing for the children's parts.

The production was by Mrs. J. H. Hunt and the scenery was painted by Mr. J. H. Hunt.

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ALL OVER EVEN

(Continued from Page 5.)

	Winner	Places
Duke of Chantilly	6'28	621
Pickle	501	551
O' Moon	197	303
Young Pretender	151	134
City Hall	135	161

1,692 1,770

Here was another mile race in extra fast time, Duke of Chantilly doing only 1/5 of a second worse than Christmas Chimes in the big race.

The winner carried shade more money than did Pickle, and these two justified expectations. O' Moon was backed a little and disappointed after making the pace to the Rock where he reeded rapidly, ultimately finishing last.

Pickle and Young Pretender undertook the joint duty of watching O' Moon, with Duke of Chantilly next. Into the straight, Young Pretender was passed both by Pickle and Duke of Chantilly. Mr. Pickle on the last-named having gained on the outside. In a hard set-up to the straight, Mr. Head retained the lead throughout. Young Pretender did not have much difficulty in beating City Hall for third place.

9.—Kellie Handian, "B" Class, One and a Quarter Miles—For China Ponies, Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Kellie & Li's Duke of Melrose 156 lbs. (Mr. Harriman) 1

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